The
SHIPPING WORLD
AND SHIPBUILDING & MARINE ENGINEERING NEWS

VOL. CXXV No. 3032 WEDNESDAY, AUGUST 8, 1951 Price 1/6

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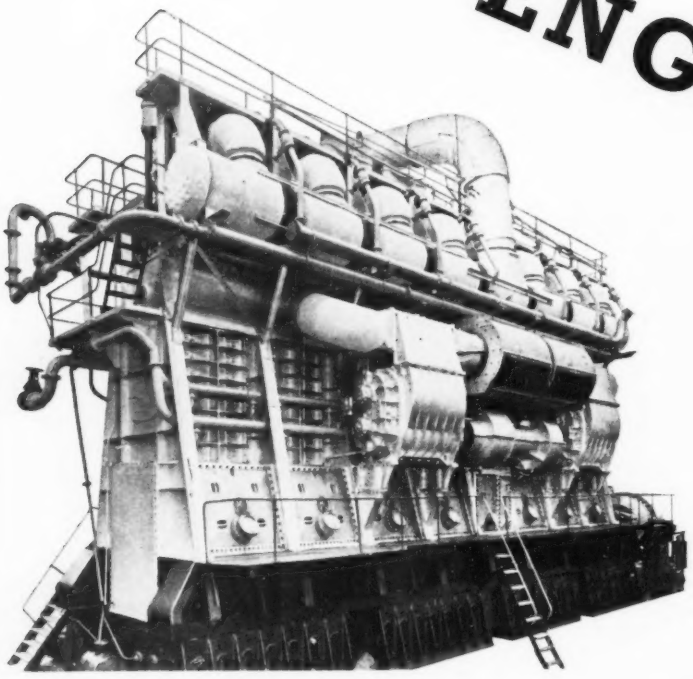

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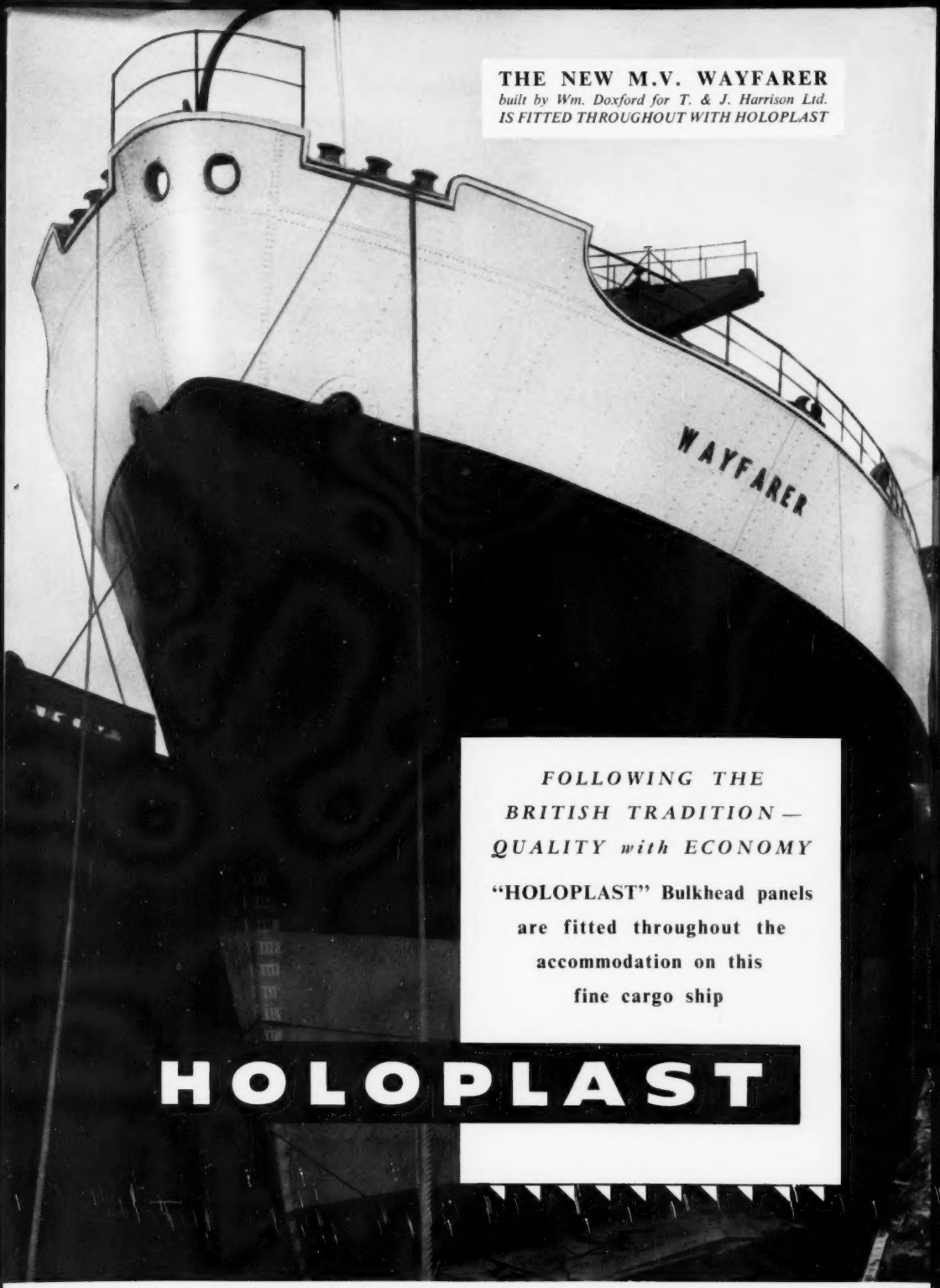

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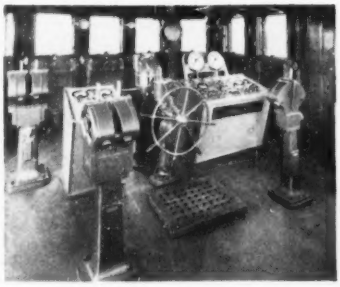
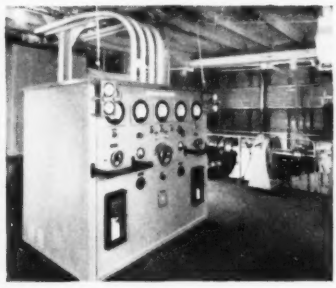
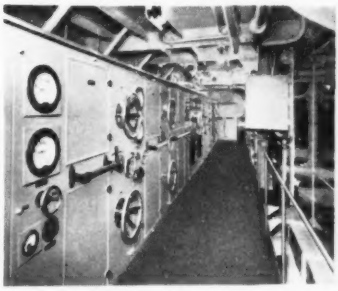


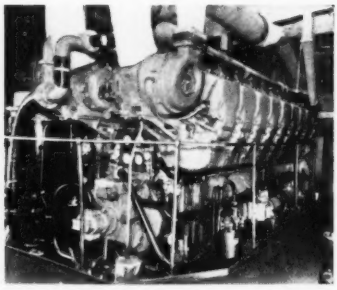
WHEELHOUSE: *showing Propulsion and Pumping Control*



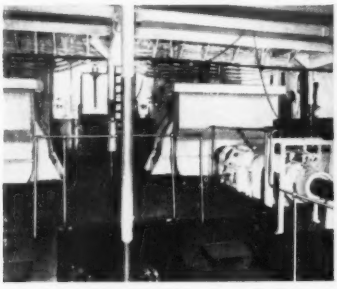
PUMP CONTROL BOARD



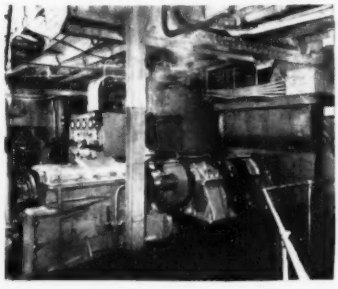
MAIN CONTROL BOARD



MAIN DIESEL GENERATING SETS



PROPULSION MOTORS



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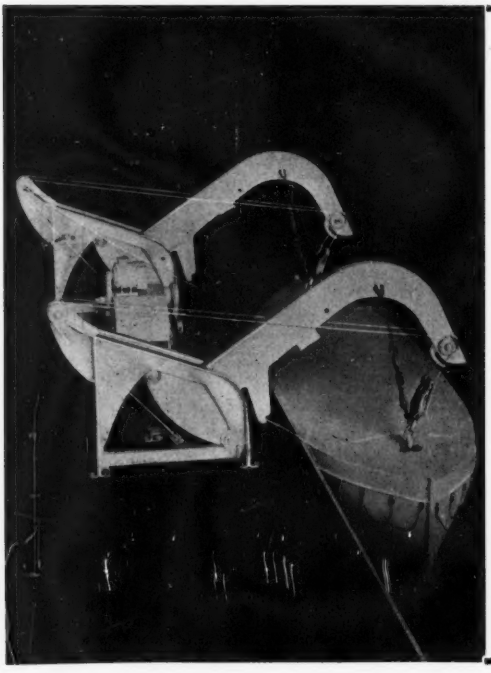
Vol. CXXV. **WEDNESDAY, AUGUST 8, 1951** **No. 3032**

World Competition in Shipbuilding	87	A New Company to Build Ore Carriers	94
Current Events	87	Liverpool Shipping Exhibition	94
On the "Baltic"	90	British India Liner *Kenya*	95
Economic Speeds for Ships—I	91	Round the Shipyards	99
Coal and Oil	93	Pictures	100
Official Notices	93	New Contracts, Launches, Trial Trips	101
John I. Thornycroft & Co., Ltd.	94	Maritime News in Brief	102



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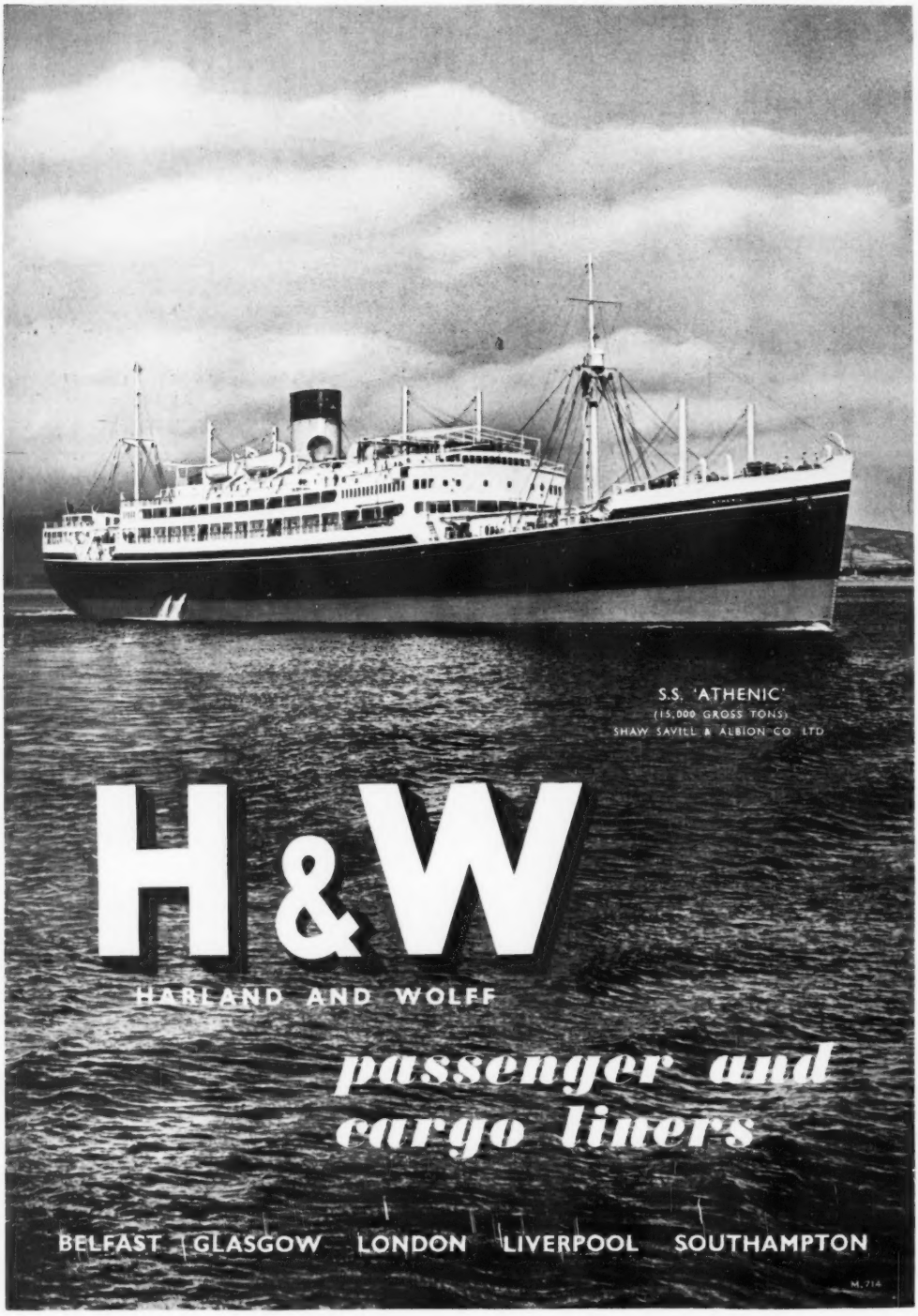
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WORLD COMPETITION IN SHIPBUILDING

With the declaration of the end of hostilities with Germany and the almost simultaneous publication of the draft treaty with Japan, further important steps have been taken towards placing international affairs on a more stable footing. It is to be the more regretted that these two important events have taken place at a time when the world is being forced to rearm to preserve the peace, and indeed, the fact of rearmament cannot but have had considerable effect on the arrangements made and proposed between Germany and Japan and the Western Powers. Defence to preserve peace will probably never again be a matter which each country can settle for itself, though the sovereign rights of all peoples must at the same time be respected. The world is too small, however, for national systems of defence, and this means not only armaments and fighting men but the economies of the countries concerned. Without a stable economy and sufficiently high standard of living in all those countries west of the Iron Curtain, even the most impregnable fortresses, and the largest fleets of ships and aircraft would leave loopholes for the weapons of political warfare. This makes it apparent that even greater care than ever before must be given to considering the maritime rights and aspirations of countries like Germany and Japan which have been, comparatively speaking, absent from the seas since 1945.

Practically all restrictions have been removed from German shipbuilding, while it is expected that pressure to remove those still in force will increase during the next few months. The German shipyards are already reported to be working at rather more than half their prewar capacity, while schemes for modernising the plant and increasing the output of certain shipyards may soon lift this appreciably providing permission is given. In Japan also, the shipbuilding industry is said to be producing at half its full capacity, further progress depending on the availability of manpower and materials, as well as finance. It should be noted at this point that, according to a statement issued in both London and Washington, the administrative arrangements made by the Japanese Government to curtail "excessive shipbuilding" are said to be satisfactory. This seems rather vague. It must depend on what is meant by excessive shipbuilding. It must never be forgotten that Japanese shipbuilding has always been an industry fostered and protected by national measures of various kinds, sometimes to the serious disadvantage of European yards. Similarly, it may be noted that the German Federal Government has exempted from tax all non-interest bearing loans to shipbuilding and provides up to 40 per cent of the cost of building or refitting where further funds are available.

The argument is being used that other shipbuilding countries such as Great Britain and Sweden are already booked up with orders for some years ahead, while there remains a world need for ships. This is a dangerous argument if used as a pretext for measures of encouragement which have never been available to shipbuilders in this country, particularly at a time when shipbuilding production rates in any country now depend so much on availability of steel. It may be hoped that the British Government is watching the matter closely, as the time may well come, unless world steel supplies are equitably distributed, when shipyards in Japan and Germany, rebuilt under various systems of protection, will be competing unfairly for work when orders are not so plentiful. It seems a strange time for a Mr. Kelly, member of the national committee of the Amalgamated Engineering Union, to say that nationalisation of shipbuilding and repairing is an absolute necessity, while adding almost with the next breath that the members of the union were greatly concerned at the increase in German and Japanese competition. At least, having seen what shortages in coal, due to nationalisation, can do to interrupt imports of iron ore, let us try to gauge the effects of nationalised steel itself, before giving further encouragement to shipbuilders overseas.

Current Events

The Future of Steel

An experienced political observer, who has watched the rise and fall of parties for many years, writes:—

The idea that there will be an early General Election and that a Conservative Government will be returned to power with a large majority in the House of Commons which will enable it to repeal forthwith the Iron & Steel Nationalisation Act rests, in my opinion, on no foundation. The choice of date is a matter on which the Prime Minister, and no one else, advises the King. Mr. Attlee will propose a dissolution at such time as he thinks will be most favourable to his party. He and his colleagues can carry on quite comfortably with the majority which they have in the House of Commons, small as it is, so long as they do not alienate the Bevan group or the Independent Liberals. So the Prime Minister, who obviously intends that the new steel despots shall be well established before he risks a General Election, will wait and see how events develop, receiving reports from his political agents all over the country.

Why should he resign when his party's stock is low and when he has still to find a foundation on which the Bevanites will consent "to play ball"? His first objective is to avoid, if possible, a permanent split in his party which would threaten disaster to the whole trade union movement. He is probably the best political tactician in the country today, and Mr. Herbert Morrison is a good second. Not until peace has been restored within his party, or all hope of peace has had to be abandoned, will Mr. Attlee, in my opinion, decide on the date of the General Election. So the

expectation that the Iron & Steel Corporation will soon cease to worry those engaged in the maritime industries will be long deferred, perhaps until next year.

This statement may not represent the opinion of some other observers, but it is a reasonable summing up of the probable course of events. Ministers want to remain in office, and the Prime Minister is, as this correspondent remarks, a very skilled tactician who will not hastily abandon hope of receiving a renewed vote of confidence from the electorate, once he can draw up a programme acceptable to all sections of his now divided party. That programme will inevitably include proposals for the nationalisation of more industries.

Soaking the "Rich" Again!

IT WAS once the admitted policy of Socialists to "soak the rich," but now they are "soaking the new poor," including those, among others, who in their hard working years saved for their old age and invested their savings in industrial concerns, thus providing buildings and plant for the benefit of the weekly wage earners. With their limited incomes, these men and women have been the worst victims of the rise in the cost of living since the war and the increase in taxation. If they were hoping for a bigger return on such equity shares as they own, including ordinary shares in companies in the maritime group, they will be disappointed. The Chancellor of the Exchequer is intending by legislation to restrict all dividends on "risk" capital, to the dismay of all managements who plan ahead as business men, as well as of all thrifty investors, the cream of our island community. He is also by his action making it more difficult to raise more capital to be expended on new and more costly plant. The excuse of Mr. Gaitskell is that he will, by such legislation, reduce the amount of money which can be spent in the shops and thus check the inflationary movement. This is not, of course, his real purpose. That is to placate the leaders of the trade unions, who claim that profits must be kept low in order that wages may be raised; wages, incidentally, have gone up by nearly 30 per cent in the past three years. On the other hand, the upward movement of dividends has been only 10 per cent. The campaign for larger pay packets is to go on unchecked by any legislation, and the movement is already gathering momentum, with the result that everything that goes to the making of a ship, as well as the actual cost of construction, will mount up still further. Is the Chancellor sincere in his plea that freezing dividends will lead to a stabilisation of prices, or even, as his words implied, a reduction in prices? That question has been answered by one of his colleagues of yesterday, Mr. Harold Wilson. The former President of the Board of Trade, who has the same statistics at his disposal as the Chancellor of the Exchequer, has declared in discussing the freezing of dividends that, "of itself, it will not reduce the cost of living by one-tenth of a point in the index."

Special Ships for Bulk Cargoes

THERE can be little doubt that the second half of the twentieth century will see an extension of the specialisation which during recent years has already become so marked a feature of modern life. The trend applies as much to shipping as to other fields of industry, and we have already seen the development of many types of ship designed for a specific purpose rather than for whatever cargo temporarily offers the best terms. Thus the oil tanker, the refrigerated ship, the newsprint freighter, the ore carrier and even the wine carrying tanker have been developed as specialised ship types. The latest addition to the specialised ships would seem to be foreshadowed by the announcement that a new shipping company, formed by Tate & Lyle, United Molasses Co., West Indies Sugar Co., and Tate & Lyle (Investments), is to build and operate ships suitable for carrying raw sugar in bulk to this country. Though it has been announced that, as might be expected, the vessels will also be suitable for the carriage of any bulk cargo, including sulphur, iron ore and grain as well as bagged cargoes, the primary purpose will almost certainly dictate the principal features of the design of these ships. It will be remembered in this connection that the report of the Freight Handling team sent to study conditions in the United States referred to the use of bucket conveyors for the discharge of sugar, and it is to be expected that proposals of this kind, as well as the use of grabs, will receive full attention in the design of the six ships which Sugar Line, Ltd., intends to build for this service from the West Indies. A further example of the trend towards specialised design for bulk cargo vessels is the formation of Ore Carriers, Ltd., a joint enterprise of the British Iron & Steel Corporation and the Houlder group, under the chairmanship of Mr. W. C. Warwick. As reported on another page, this company is building six ore carriers of special design.

Oil and Coal Distribution

THE FULL accounts for the year ended March 31 last of William Cory & Son, Ltd., the coal and oil distributors, underline the great financial strength of the group. Reserves and liquid resources are of ample dimensions, and protect the group not only against trading and economic change but also against any later fall in values, while providing adequate resources for the financing of a large and worldwide turnover. At the end of the year the group held £4,000,000 in cash and bank balances and had a quoted investment portfolio of £5,400,000. Capital commitments were then heavy, at £910,000, but to meet them will cause no undue straining of the liquid position. Accumulated reserves total £10,300,000, or rather more than 3½ times the issued ordinary capital of £2,850,000, while buildings, plant and machinery, written down from £6,400,000 to a book figure of £2,400,000, are more than conservatively valued by the measurement of current replacement costs. Shortages of supply and of transport curtailed the group's trade in coal in many markets but, considering the difficulties encountered, that trade showed a satisfactory overall result. The closing down of the Abadan refinery of Anglo-Iranian seriously concerns the company, since a large proportion of its supply of oil for marine and other purposes originates there. In the year under review the tonnage of oil handled by the group increased to a new record figure, and doubtless contributed usefully to the group trading profit of £1,810,000, against £1,675,000. Capital reserves have been augmented by distributions from the former shipowning subsidiary, Cory Colliers, and concentration of the ownership of the company's fleet of 21 steam colliers in the holding company has been completed. The dividend for the past year is 22½ per cent, but that rate will have to be cut to a "standard" of 21¼ per cent if the Government's dividend control proposals become law.

Large Financial Reserves

THE larger part of the much increased trading and other profits earned by the General Electric group in the year ended March 31 last went to the reinforcement of an already strong reserve position. That is brought up to a total of £19,000,000 by transfers, and an addition to the carry forward aggregating £1,700,000. The equity of £4,200,000 has thus substantial protection, while the composition of the reserves total provides a form of insurance against falling values and takes much of the inflation out of the cost of newly acquired fixed assets. The liquid position, also, is sound. Though the group spent some £2,000,000 during the year under review on capital account, though tax provisions made amounted to £3,600,000, and though the great volume of turnover called for large financial reserves, the year closed with a cash and bank holding of £4,700,000. In 1949, of course, the company issued £8,000,000 of unsecured loan stock. That transaction and a cautious distribution policy have left the group

financially well furnished. The increase in the distribution by 5 per cent to 22½ per cent was announced before Mr. Gaitskell published to a critical world his infamous and vague White Paper on dividend control. The higher payment, therefore, comes within the limits set for the two-year base period so that the "standard," if the White Paper is given legal sanction, will be 20 per cent. Even so that means that stockholders who have loyally supported a "ploughing back" policy over a long period will, during the three years of restriction, be robbed of part of their rightful due. Demand for the group's many and varied products remains strong at home and overseas, but shortage of labour and of raw materials may curtail output.

The Survey of Ships' Machinery

ONE OF the most important aspects of shipping is the task of maintaining vessels in a seaworthy and efficient condition, and it is in this connection that a relatively small band of professional men render service of which little is ever heard. These are the ship and engine surveyors, of which there are several distinct groups, including Ministry of Transport Surveyors, ship, ship-and-engine and nautical classification society surveyors, among whom those acting for Lloyd's Register are best known, and the professional naval architect and ship and engine surveyor, usually acting on behalf of shipowners. Without the services of these highly skilled technicians, modern ships would never have become as safe and efficient as today, but the fact remains that little is ever heard of their activities, and still less is known of their methods of working outside the select band of surveyors themselves. As far as the survey of marine machinery and boilers is concerned, the omission has now been remedied in a really excellent book* on the subject by the late Mr. P. T. Brown, one-time surveyor to Lloyd's Register, who unfortunately died shortly after completion of the manuscript. The whole field of engine surveying is dealt with in clear and simple style, beginning with work in the drawing office and proceeding through the stages of boiler and machine shops, fitting afloat, to dock and finally sea trials. As far as can be traced this is the first book on the subject, and should be in the hands of all with an interest, even if not directly, in the proper construction and maintenance of propulsion and auxiliary machinery for ships. It is to be hoped that the publishers will one day complete the work they have begun by producing companion volumes on the survey of ships' hulls and marine electrical machinery, as these two works are also much needed.

The Cargocaire Tanker System

AT A TIME when oil tankers represent such a large proportion of the world's fleet, a proportion which is increasing fairly rapidly owing to the preoccupation of shipyards in all countries with this special type of ship, it is appropriate that greater attention should be given to means for avoiding corrosion of the main cargo tank structure. It will be recalled that Mr. John Lamb mentioned in a paper two years ago that the cost of renewing bulkheads in a 12,000 tons d.w. tanker, after seven years' service, amounted to £180,000. Even more important, perhaps, the ship was out of service for six months, a serious factor in view of the considerable capital investment represented in ships of this type. Great interest is attached, therefore, to the installation of the Cargocaire system of protection against corrosion which has been fitted in the *British Warrior*, recently completed by J. L. Thompson & Sons, Ltd., at Sunderland. At a recent inspection of this ship the equipment and principles involved in the system were described by Mr. J. Dean, managing director of Cargocaire, Ltd. The cost of the system for a tanker of some 8,500 tons d.w. is only £12,000, while the fuel consumption involved represents only about 300 lb. of steam and 25 kW per hour; no extra engineroom staff is required. The system installed in the *British Warrior* was described and illustrated in THE SHIPPING WORLD of September 20, 1950. It is now revealed that protection of this kind has been provided for about 150 dry-cargo ships as well as six American oil tankers. If the installation is as successful as it is hoped in the first British tanker, the *British Warrior*, equipment of this kind may soon become standard in the very large oil tanker fleets of the future.

Nationalist Insurance Laws

AT THE conference of the International Marine Insurance Union which is being held at St. Moritz from September 11 to 17 this year, the emphasis will be on the fight against those nationalist insurance laws by which certain nations seek to confine the insurance of their imports and exports to their national insurance market. A new and important item on the agenda of the Conference is

Relations with other International Organisations:—
1. Economic and Social Council of the United Nations.
2. Hemispheric Conference.
3. International Union of Aviation Underwriters.

Since earlier this year the Economic and Social Council of the United Nations adopted a resolution to the effect that nations should be urged not to enact restrictive insurance laws, but leave insurance, and marine insurance in particular, free to be placed in the market selected by the assured; and since the Hemispheric Conference is known to have debated this matter favourably to the freedom of the assured, it is patent that the International Marine Insurance Union is seeking to support a movement which, insofar as the Economic and Social Council of the United Nations is concerned, owes its impetus to the International Chamber of Commerce. Moreover, the International Marine Insurance Union has recently formed a "Freedom of Insurance Committee, the purpose of which is obvious, and, at the St. Moritz conference, Mr. Olof H. Lamm, of Stockholm, and Mr. John T. Byrne, of New York, will report at the "full meeting", with which the conference closes, on "Discrimination in Marine Insurance." Mr. Lamm has had considerable experience of the work of the U.N. Economic and Social Council, while it was Mr. Byrne who moved, on behalf of the International Chamber of Commerce, the resolution against discrimination in insurance. Obviously, the movement against discrimination is gaining momenhum, and the International Marine Insurance Union, composed of the national underwriting associations of some twenty maritime nations, is best qualified to advise other international organisations on this matter and, through its members, to bring influence to bear on individual governments of those nations which have adopted discriminatory insurance laws.

SAYINGS OF THE WEEK

AN END TO THE DOCKS EXECUTIVE

"So far as the Docks Executive is concerned, we cannot really say that it serves any useful purpose to carve out and centralise this one particular form of transport . . . For our part we intend to wind up the Docks Executive as soon as we have an opportunity to do so."—*Mr. P. Thorneycroft, M.P.*

THE TRAINING OF THE SEA

"I should like to see many more people qualify as master mariners, even if they did not intend to make the sea their profession. It might even be a good qualification for high public office. Ministers might avoid a great many of the mistakes which they habitually make if they were trained in the way of master mariners."—*Viscount Runciman.*

PROVISION OF CAPITAL

"Owing to the progressive debasement of the value of the pound, and the penal weight of taxation, the profits that it has been possible to plough back into the business will not be sufficient to provide all the new capital required, if the productive capacity of the company is to be maintained and expanded to compete with our progressive foreign competitors."—*Sir John E. Thornycroft*, governing director and chairman of John I. Thornycroft & Co., Ltd.

* *Survey of Marine Machinery and Boilers*, by P. T. Brown (Charles Griffin & Co., Ltd.; price 12s. 6d. net).

ON THE "BALTIC"

COAL CHARTERING FROM THE UNITED STATES

By BALTRADER

THE SUMMER season which has so often, in the past, imparted drowsiness to the freight market, is becoming well advanced, but not to that stage when it has been usual to see a change in the owners' favour. All the same, there is a turn in that direction, as a result of a factor which did not enter into prewar calculations. Europe must have more coal than her mines are producing, and on the Continent it is thought best not to wait until the winter comes and then panic for ships to bring relief to cold hearths and domestic boilers or even to factories reduced to working half time. In any case, the trans-Atlantic coal trade with a ballast passage westward is not so well and economically conducted in the winter as in the summer months, when less time and fuel are likely to be used and there is less risk of discomfort and heavy weather damage. It is understood to be agreed that the United Kingdom will be a large buyer of American coal. Do those who plan the importation think of ships as ships and not merely as units of carrying capacity or of the North Atlantic Ocean as quite a few inches of space on a Mercator map? However, there is more doing than for some time past in North American freights for coal, grain and sulphur. The excellent railway facilities serving the export of American coal are being stretched to the limit. One does not often hear of shortage of railroad cars to supply Hampton Roads, but delay from that cause is now expected to develop. In the long run, the world's freight market is one and indivisible; even the least important trades require a few ships which are hard to find if they have more profitable employment elsewhere. When all the vessels which have been trapped in an unfavourable area have been chartered, rates will have fallen enough to frighten away newcomers; special inducement may then have to be made to renew the supply of tonnage.

South African Coal Exports

What could have been more embarrassing to owners than the recent withdrawal of licences for the export of coal cargoes for which they had been chartered to load at Lourenco Marques or Durban. Many charters at high rates were cancelled and that section of the freight market collapsed. South Africa is not popular at the moment with those in search of employment for tramps; but the cancellations will, as has happened before, be followed by new invitations to charter, as and when the South African railways regain control of their commitments. There will probably be more orders than ships available to fit them; one may expect a recovery in rates of freight from that quarter. Already it has been noted that maize charterers, who secured an early ship at the much reduced rate of 77s. 6d. from Capetown to the Continent, had to pay about 7s. 6d. more for an August vessel to complete their requirement. At present, there are few orders for grain ships to load in Australia, nor has there lately been much employment offering for vessels in the neighbourhood of India, but the Far East has taken a turn for the better. More ships have been in demand to load grain and soya bean products at Dairen or North China ports for Europe or India.

The Liner Conference has, for some time, been unwilling to charter for round voyages out to Australia or New Zealand and home, but has taken vessels at high rates for the outward run only. Nevertheless it has also lately chartered a number of vessels for the trip home from New Zealand. The extent and variety of inquiry for tonnage on time charter is one of the best features of the world market today. There is a prevailing impression of a none too plentiful supply of tonnage for the coming months. Liner companies are prepared to talk business for time charter trips with delivery in September or October; ships have been chartered at 120s. for coal from the United Kingdom to the Argentine for loading right up to December. The dull state of the homeward Plate market continues; several vessels have lately been drawn from that area by the superior attraction of the West African trade. They have been chartered for the trip home on time charter via West Africa with delivery at a River Plate port.

The Freight Market

The strength of the North American coal market is shown by the fixture of *Norlanda* at $12, Hampton Roads to Rotterdam, early August, or 1½ dollars better than was current about a fortnight ago. Hampton Roads to Gibraltar has been fixed at 85s., August 15/31, and Hampton Roads to Buenos Aires is arranged at 81s, prompt. The *Ottinge*, 1,200 fathoms pitprops, is fixed from Eastern Canada to U.K. at 400s. per fathom, October. For d.b.b. from Archangel to United Kingdom, 500s. per standard, has been repeated for September/October. The *Clintonia*, 8,800/9,600 tons, is fixed from St. Lawrence to Antwerp or Rotterdam at $12.30 per ton heavy grain, option barley, 25c. extra, option oats 50c. extra, option of discharging in Germany at 50c. extra, spot loading. The *Silverplane*, 9,000 tons, has been chartered for maize in bulk, Capetown to Antwerp-Hamburg range at 85s. prompt. The *Tulse Hill*, 9,200 tons, is fixed for rice in bags, Savona to Japan at $20 f.i.o., August/September. The rate of 120s. has been repeated for coal from Wales to Buenos Aires, December 1/31.

Many interesting time charters have been arranged, including: *Nicholas K*, 10,490 d.w., 490,000 ft. bale, 10½/11 knots on 22 tons oil, one West African round (continuation) at 45s. per month, delivery U.K. end August. A vessel of about 10,000 tons, about 10½ knots on about 35 tons coal, a trip out to East Africa at 63s., delivery mid-September; *Kalewa* and *Kanbe*, motor vessels, 8,950 d.w., 10½ knots on 8½ tons, a West African round at 53s. 9d., with a second round at 52s. 6d., both with delivery September.

Air Charter Business

The difficulty of obtaining transport by chartered aircraft is increasing. The Berlin airlift, now East to West, is absorbing some aircraft. Official requirements between this country and Persia, as well as the Far East, also makes inroads into the supply. East of Cairo commercial chartered planes are almost unable to operate owing to petrol shortage. India and Pakistan cannot spare petrol for outside demands as they must conserve their supplies for internal use and defence, in view of the interruption of production in Persia, upon which they rely.

The current edition of *Hunting Aviation Review* contains the second instalment of the history of Percival Aircraft, Ltd. It is the last issue of the magazine in its present form. The new magazine, which will be called the *Hunting Group Review*, will be extended to cover the activities of all members of the Hunting group, including the shipping companies.

The committee of management of the United Kingdom Timber Trade Shipowners' Demurrage Association, set up in connection with the new Chamber of Shipping "Nubaltwood" charterparty, has unanimously elected Mr. F. P. Longton, M.C. (Springwell Shipping Co., Ltd.) as chairman and Mr. J. A. Billmeir (Stanhope Steamship Co., Ltd.) as vice-chairman. The secretary is Mr. F. G. Barnes, of the Chamber of Shipping.

ECONOMIC SPEEDS FOR SHIPS

GENERAL CARGO SHIPPING AND SHIPBUILDING SINCE THE WAR

By RONALD KENDALL

THE WAR altered the whole balance and distribution of ships between the nations. In June, 1938, the world fleet of ships of more than 100 tons gross was nearly 68 million tons gross, of which Norway owned 4.6 million tons, Britain 17.8 million tons and the U.S.A. 12 million tons. In 1945, the world total had increased to 80.5 million tons gross, with Norway owning $2\frac{3}{4}$ million tons, Britain 14 million tons and the U.S.A. about 43.6 million tons. By 1950 a great recovery had been made, at least in terms of total tonnage, by Britain with 17.8 million tons, and Norway with about 6 million tons, and the world fleet had further increased to about 84.5 million tons.

By prewar standards, this would indicate that there exists a superabundance of ships, but as is well known, in so far as dry-cargo ships are concerned, the reverse is the case. To begin with, the tanker fleets have increased by $5\frac{1}{2}$ million tons since the war, while about 14 million tons gross of this world total consists of American ships which up to quite recently have been entirely in reserve, and are still very largely held in reserve. In actual fact, world non-tanker tonnage, excluding fishing vessels, Great Lakes and reserve fleets, is some 4,000,000 tons gross or about $7\frac{1}{2}$ per cent short of the prewar figure and the shortage in dry-cargo shipping, as distinct from specialised ships, is estimated at some 3 million tons gross.

In contrast with this, the world quantum index has increased from 93 in 1938 to 109 for the first quarter of 1950, and has certainly gone further since that date owing to the effects of the war in the Far East and of rearmament and stockpiling. In addition, though the specific performance of modern ships at sea is greatly advanced over prewar ships, the time now taken in port reduces the usefulness of a given total tonnage by something like 7 per cent, taken as a whole. If prevailing port conditions are to continue, it can be seen, therefore, that at present $49\frac{1}{2}$ million tons of non-tanker tonnage, less effective in cargo-carrying owing to delays in port, is trying to serve world trade which, based on the quantum index, is some 17 per cent greater than was served by a non-tanker fleet of about $53\frac{1}{4}$ million tons before the war. This may serve to explain in some measure why the tramp freight index of the Chamber of Shipping of the United Kingdom was 165.5 for the first quarter of this year, as compared with 100 for the average index in 1948.

There have been, of course, artificial factors both in the demand for ships and their supply from the shipyards. At the end of the war, owners interested in worldwide shipping were in doubt as to the uses to which the American reserve fleet would be put, and many hesitated to build; a large number of owners in all the maritime countries bought wartime standard ships from the U.S.A., Canada and Britain. This was a logical step. It was inevitable that the first preoccupation of world shipyards would be with specialised tonnage. The liner operator has to think not only of the supply and demand for ships but the necessity of re-instituting and maintaining his services, and in 1945, liner companies were early in the market for new building. Later the demand for ships for that key commodity, oil, developed to new heights and the demand is perhaps not yet at its end, owing to the continuing and increasing world demand for oil.

The tramp owner has traditionally been the owner who has most closely watched the shipbuilding market, and in the past, considerable earnings have been made, quite apart from the operation of ships, by ordering new vessels when the shipyards were slack and selling them at a time when great activity in the yards coincided with heavy demand for ships. Partly, perhaps, for that reason, though in some cases through currency difficulties, and partly in order to obtain the cheapest possible ships, some owners who might have had berths two or three years ago held off, perhaps in the belief that ship prices might take the same trend as after the First World War. It will be recalled that the price of cargo ships from world shipyards generally fell by between 50 and 70 per cent between 1920 and 1922. I cannot see the slightest indication that anything like a similar fall is possible in the postwar period. I would go further and say that such a fall in any shipbuilding country, with all its attendant evils of unemployment, is politically out of date—in other words, it would not be allowed to happen. The postwar world is being shaped so as to avoid such rapid fluctuations in price, production and employment, as by that road lies poverty, discontent and Communism, in that order.

If it is agreed that there is a world need for cargo ships, and that the prices of new ships are not likely to follow the postwar trend of World War I, the obvious questions which arise are "What sizes of ship are needed?" "What speeds?" "What types of machinery and equipment?" I will try to answer these questions as far as I can. I would like, first, to deal with the place of tramp shipping in the postwar world.

What are the principal adverse factors now affecting dry cargo chartering or tramp shipping? First, I would put bulk buying by governments. This is a most serious interference with the normal supply and demand for shipping, while the large charterer of tonnage for government shipment is placed in a too powerful position. By withdrawing from the market he can depress rates to an uneconomic level, while, if heavy demands for grain and other cargoes coincide with emergency shipments of coal, as so recently evidenced in Europe, the supply position becomes chaotic. Rates may rise, as they have done, but the plain fact is that it would be better, from everyone's point of view, to use a ship at economic rates all the year round than have the sort of fluctuations in demand for ships which we are trying to avoid in the prices of goods and employment of labour ashore. Fundamentally, any government which exists to a large extent on shipping earnings should be as opposed to interference by governments in trading as they should be to the heavy taxation of shipping earnings.

Principal Types of Tramp Cargo

Before going on to deal with types and sizes in some detail, it may be as well to consider the principal types of cargoes available to tramps. It is not sufficient to consider only what cargoes are offering, but the relative distances they are carried: the following figures were published in a recent issue of THE SHIPPING WORLD. In terms of thousand million cubic ton-miles of transportation, the six principal bulk cargoes in 1947 were cereals, 162; iron ore, 55; fertilisers, 48; coal, 30; sugar, 19; and timber, 18. It must also be remembered that one of the main preoccupations of tramp shipping during the postwar years has been the carriage of large masses of such parcel cargoes as motor cars, tractors and various types of machinery, this being usually though not invariably undertaken under charter to liner companies.

It may be as well to consider at this point what the probable trends will be in the carriage of cargoes of these kinds, as this may affect both the demand for tramp ships and their design. The basic effect of worldwide rearmament upon world trade is surely that, while the carriage of such foodstuffs as cereals and sugar will remain at least at present levels, as far as the rearmament economy of each country can maintain them, the world purchasing of raw materials such as iron ore, fertilisers, coal and timber will increase up to the very limit of productive capacity in the world's sources of these materials. It seems also certain that the demand for raw materials will be such that new sources will be developed at a rate which would not be commercially possible in more normal times, a probability which, in my view, is an inducement to build the slightly smaller tramp ship, capable of dealing with smaller and undeveloped ports with the minimum of transhipment into coastal vessels.

As far as can be seen at the moment, it may therefore be said that while world shipment of foodstuffs and manufactured products may remain at present levels, the shipment of raw materials, and particularly timber, must increase appreciably, up to the limit of world resources, including many as yet undeveloped. This view has an obvious bearing on the types of tramp ship likely to be in demand and has influenced me in suggesting the four main types of vessel which I feel will be needed in future years. Before dealing with these four types in any detail, however, it may be as well to consider the important subject of the economic speed of tramp ships generally.

The task of arriving at the economic speed of a ship for

* Abstracts from a lecture given before Norwegian Shipowners' Associations in Oslo, Bergen, Haugesund and Arendal on May 23, 25, 28 and 30, 1951 by Ronald Kendall, managing editor of THE SHIPPING WORLD and associated publications.

tramping service is not a straightforward one, but, especially under postwar conditions, it is a most important matter. When reviewing a proposed design the shipowner usually has present factors which influence the size of ship, that is the deadweight, as this will frequently be fixed by the nature of the principal charter trades envisaged, draughts of water at ports, and the facilities for loading and discharging at quaysides in those ports. Similarly, the time in port is unhappily almost entirely outside the owner's direct control, for any given size of ship, providing that the cargo lifting appliances fitted in the ship are modern and sufficient. The principal factor he himself can settle is the speed for the size contemplated.

It can be shown that for economic operation the cost of fuel per day for propulsion must be one-half the other costs at sea, that is, one-half of the total of depreciation, interest, crew's wages, and other fixed costs, assuming the fuel cost to vary as the speed cubed, that is as V^3. In other words, for economic operation, the cost of the fuel should be one-third of all costs entailed at sea, including fuel. The principal difficulty arises when this is related to the time spent in port, since the fixed charges still apply as at sea, while port disbursements, including cargo handling costs, must be added. If the total cost of a voyage, including cost of the time spent and operations performed in port may be taken as represented by C, the following expression gives the make-up of cost:—

C = (Fixed charges per day × total time on voyage, in days)
+ (Fuel charges per day × time at sea)
+ (Port charges per day × time in port)

or $C = (Cl \times (Ds + Dp)) + (Cf \cdot Ds) + (Cp \cdot Dp)$

There are many works of reference dealing with the economic speed of ships, but I feel that what is required is not an exact and absolute mathematical expression—even if that were possible—so much as an approximate expression giving the relationship between the several variables concerned. In the case of tramp shipping, the vessels may need to carry cargoes with widely varying rates of freight, over distances ranging from hundreds to thousands of miles, and may spend from 15 to 70 per cent of their time each year in port depending on the port conditions and types of cargo carried. Despite all these variables, I think it is worth while giving some thought to the economic speed to be adopted when ordering a new ship, as from the information available to me on voyage costs over a wide range of tramp ship sizes, I feel that the speeds at present adopted are much too low to be economic under postwar conditions and with the present day value of ships of any given size, despite the fact that these ships are all spending more time in port than they did before the war.

It is true that port delays discourage high speed at sea since the time during which advantage may be taken of higher powered machinery is thus curtailed, but as the relative cost of the fuel consumed has fallen appreciably during the last 20 years, while fixed costs such as those already mentioned have risen, a greater speed than prewar can be justified. As the only possessor of sufficient information to assess a true economic speed is the shipowner concerned, I have attempted to produce an expression in which his data can be inserted when considering new designs. I have assumed that, with an eye on certain main trades, the owner has some preconceived idea of the deadweight of the ship, the average distance travelled between fuelling ports, and the average time spent in port and total port disbursements. The next vital figure is again only one which the shipowner can settle in his own mind, this being the average rate of freight he can hope to secure in the foreseeable future. I would stress that an *average* rate of freight must be assumed, as the economic speed of a tramp ship at some of the rates now applying is between 18 and 20 knots, but this does not mean that ships having such a speed would always be economic, since, as most owners would agree, present freight levels of tramp shipping are artificial.

The formula which it seems to me relates deadweight, average freight rate, cost and time in port, and distance run with the speed (V) in the clearest and simplest manner is as follows:—

Where deadweight is Dw, tons; F is freight rate per ton, £; Cf is the "real" cost of fuel per day, £; M is average distance run, miles; Cp is average cost per day in port, £; Dp is number of days in port; and V is economic speed, then

$$Dw \cdot F \cdot DpCp \text{ should equal } 2\,DpCf \cdot \frac{MCf}{8V}$$

I would suggest that the values of all these terms for an existing ship be inserted in the expression given and a calculation be made. I think it will be found for most existing ships and for prevailing freight rates that the right-hand part of the formula is a good deal less than the left, showing that existing ships are generally too slow. Two points must be noted. The expression is approximate, and depends upon the assumption that fuel consumption varies as the speed cubed, so that the range of application is limited. Secondly, the real cost of fuel consumption must be used, that is, allowing for the freight earning deadweight displaced by carrying fuel. Thus:

Cf = Tons of fuel per day × (Cost of fuel per ton, plus F)

The following example may show the working of this approximate method more clearly.

Particulars of Existing Vessel	
Deadweight	Dw = 10,000 tons
Freight rate	F = £3 per ton
Cost per day in port	Cp = £450
Time in port	Dp = 14 days
Distance travelled	M = 5,000 miles

At a speed V of 10 knots, the triple-expansion steam engine installation burns 21 tons of oil per day at £6 10s. per ton. Therefore $Cf = 21(6.5 + 3) = 21 \times 9.5 = £200$. The fixed charges per day, Cl = £400.

Then, if 10 knots is the economic speed

$$Dw \cdot F \cdot CpDp \text{ should equal } 2CfDp \cdot \frac{MCf}{8V}$$

or $10{,}000 \cdot 3 \cdot 450 \cdot 14$ should equal $2 \cdot 200 \cdot 14 \cdot \frac{5{,}000 \times 200}{8 \cdot 10}$

or $30{,}000 \cdot 6{,}300$ should equal $5{,}600 + 12{,}500$

or $23{,}700$ should equal $18{,}100$.

This shows that a V of 10 knots is too low, while a speed of 11¼ knots will be found to give the correct balance.

This speed of 11¼ knots is with machinery of a similar kind, however, that is a simple type of triple-expansion steam machinery burning oil fuel. The most usual alternatives are similar machinery with exhaust turbines or with reheat and superheat, geared steam turbines, diesel machinery burning diesel oil and diesel machinery burning boiler oil. The relative consumption of such improved machinery is so low, however, compared with the basic vessel, that the speeds required to satisfy the expression become artificial, being outside the range of the approximation that consumption varies as the speed cubed. The speeds

(*Continued on page 96*)

ECONOMIC SPEEDS AND EARNING CAPACITIES OF A 10,000-TONS DEADWEIGHT SHIP WITH VARIOUS FORMS OF PROPELLING MACHINERY

	Triple Expansion Steam of simple type		*Tr.Ex.St. of improved type or with ex. turbine*	*Geared Turbine*	*Diesel (diesel oil)*	*Diesel (boiler oil)*
	Basic Speed	*Economic* Speed	*Economic* Speed	*Economic* Speed	*Economic* Speed	*Economic* Speed
Speed, knots	10	11¼	11¼	12½	14	15½
Deadweight, tons	10,000	10,000	10,000	10,000	10,000	10,000
Bunkers for 5,000 miles, tons	441	555	550	470	375	500
Cargo deadweight, tons	9,559	9,445	9,450	9,530	9,625	9,500
Multiplied by freight, £3 per ton	28,677	28,335	28,350	28,590	28,975	28,500
Costs						
Bunkers	2,870	3,620	3,580	3,070	3,570	3,250
Port charges	6,300	6,300	6,300	6,300	6,300	6,300
Fixed charges	14,000	13,080	12,760	12,200	11,600	11,040
Total cost	23,170	23,000	22,640	21,570	21,470	20,590
Profit per voyage	5,507	5,335	5,710	7,020	7,505	7,910
No. of voyages per year	10.4	11.2	11.5	12.0	12.5	13.2
Profit per year	57,300	60,000	66,000	84,200	94,000	104,000
Excess over basic vessel profit	—	2,700	8,700	26,900	36,700	46,700
Excess over 16 years depreciation life	—	43,000	140,000	430,000	590,000	750,000

NOTE: Bunkers taken at £6.5 per ton for boiler oil; £9.5 per ton for diesel oil.

BT 148

T.S.S. Ocean Monarch... This 13,654 ton vessel is the latest addition to the Furness, Withy Fleet. Built at the Naval Yard, Newcastle-upon-Tyne, the "Ocean Monarch" will cruise from New York to the West Indies and to the Ports of the St. Lawrence and Newfoundland. This ship has been awarded a gold medal for "outstanding beauty and unusual design features of a cruise ship" by the Academy of Designing in the United States.

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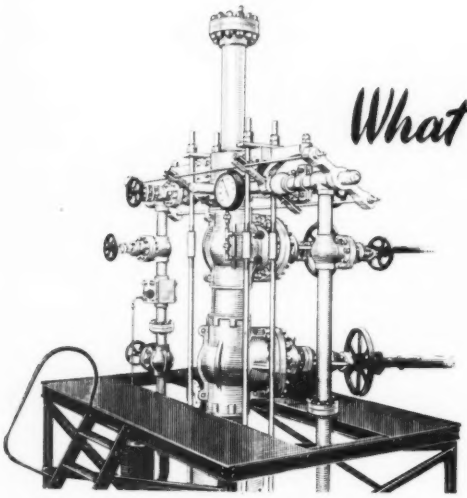
INTERESTING FACTS ABOUT OIL



No. 2.

What is a "Christmas Tree"?

During the development of the modern Oil Industry those who drill the oil wells have evolved their own distinctive vocabulary of technical terms connected with their work. Some examples of these terms are given in the following paragraphs.

A "show" is an indication that gas, oil or water is present in the formations penetrated during drilling. The men who carry out this drilling are called "Drillers" and their assistants are known as "Roughnecks."

When a well reaches the oil bearing rock it is said to be "drilled in" and when, subsequently, the drill pipe has been withdrawn and the oil allowed to flow it has then been "brought in."

If oil is present but does not flow the rock strata is said to be "tight." This "tightness" may be cured by breaking down the surrounding strata with explosive charges, thus allowing the oil to flow. In this case the well is said to be "shot."

When oil flows under pressure it is controlled at the well head by a "Christmas Tree," illustrated above. This term has its origin in the fact that the particular piece of equipment is covered with valves, gauges and other controls after the manner of decorations upon the festive tree.

Certain complications in drilling sometimes make it necessary for a "Fishing Job" to be carried out. For example, the drill pipe may be twisted off or the cutters of a bit may become detached. Then the broken section of pipe or the detached cutter must be recovered by special instruments known as "Fishing Tools" before drilling can proceed. Among several types of fishing tools is one called a "Hell Raiser" which is a type of magnet used to collect small metallic junk from the bottom of the hole being drilled.

The walls of oil wells are lined by steel casing which is cemented in place; a "barefoot hole" is one in which there is no such casing at the lower part or "producing horizon" of the bore.

"Doodlebug" is a term which is now popularly associated with aerial bombardment of England. Originally it was the name given by the Oil Industry to the first type of blow-out preventor installed on a well head. The same term is sometimes used in connection with other drilling equipment for which the driller cannot on the spur of the moment recall the official name.

There are many strange sounding names for parts of an oil drilling rig, but as there is no space here to define them some of the names themselves may be of interest:—"Bull wheel," "Calf wheel," "Headache post," "Mouse hole," "Rat hole," "Dog house," "Lazy bench," "Knowledge Box" and "Monkey board."

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COAL AND OIL

WM. CORY & SON, LTD.

THE STATEMENT of Lord Leathers, chairman of Wm. Cory & Son, Ltd., which accompanies the accounts of the company issued to shareholders, records another successful year of operation. The growth in the coastwise shipment of coal in Great Britain, which has been indicated in the returns of North-East coast ports, is further illustrated by the fact that the total tonnage of coal distributed by the company during the year was 5 per cent greater than in 1949: this figure, however, includes imported coal. The percentage of this coal carried in the company's ships was smaller than in the previous year, a circumstance due to delays in loading through strikes, stoppages through shortage of crews, and a larger number of surveys and repairs. Although coal exports from Great Britain showed a reduction, tonnage of this nature handled by the company was greater, on account of exports from sources outside the United Kingdom. One of the most important of these sources is South Africa, where subsidiaries of the Cory group had a successful year, with exports at peak figures both for volume and price. Much of the yield on exports from Natal, however, is needed to subsidise inland prices, which are seriously uneconomic. Attempts are being made to obtain some improvement in this respect. Since early in May this year, the situation in South Africa has deteriorated through an unexpected shortage of rail transport, which has reduced deliveries to the ports to a mere trickle. So acute, indeed, has the emergency become that all exports of coal have for the present ceased. The oil department of the company had a good year, with a tonnage increase greater than that recorded last year. As general bunker sales agents of the Anglo-Iranian Oil Company, Wm. Cory are, of course, very much affected by the present crisis in Persia.

New Construction

A NUMBER of vessels are on order for the Cory group. Orders for three new colliers had been placed before Budget Day, and by reason of the amendment to the Finance Act these ships will qualify for initial allowances. A further three colliers are on order for John Kelly, Ltd., of Belfast, in which firm the company has a 50 per cent holding. In view of recent criticisms of the shortage of barges in the London Docks, with consequent delay to shipping, Lord Leathers points out that immediately after the war the Cory group embarked upon a building programme to restore their fleets of river barges and tugs. This programme, which is now almost complete, calls for the construction of some 250 barges and eight tugs, at a cost of more than £1,000,000. As the barges are larger and the tugs correspondingly more powerful, the Cory fleet has been more than maintained.

Tanker Freights Decline

THERE has been a weaker tendency in the tanker market during the month of July, with the result that the upward trend experienced during the previous month has been reversed, and both sterling and dollar freight rates have declined. Davies & Newman, Ltd., report that the main reason for this has been the re-programming of a large number of vessels stemmed to load in the Persian Gulf, resulting in the prompter free tonnage being forced to press for business quoting in the Western Hemisphere. Inquiry for tonnage has, however, remained fairly steady, and during the last few days of the month the market showed a slightly firmer tendency. One of the British major oil companies came into the market for dirty tonnage during the month and chartered a number of vessels from the Caribbean Sea to U.K./Continent, option Islands, at rates ranging between MOT plus 70 per cent and MOT plus 60 per cent, and also three vessels from the Persian Gulf at MOT plus 65 per cent. French charterers have also been in the market for dirty vessels, and tonnage of about 28,000 tons was fixed at USMC plus 15 per cent and USMC plus 7½ per cent from the Persian Gulf to France. Swedish charterers obtained two dirty boats for September loading from Puerto la Cruz to Stockholm at Sw.Kr.50, equivalent to around MOT plus 85 per cent. There still remain a number of orders for dirty tonnage both from the Caribbean/Gulf and Persian Gulf to Europe for August and September loading. With regard to clean tonnage, only a very few fixtures are reported. A vessel of 15,000 tons was fixed from Caribbean Sea or U.S. Gulf to U.K./Continent at MOT plus 110 per cent, while latterly an American T-2 obtained USMC plus 20 per cent from U.S. Gulf to Brazil.

Shorter Items

THE Prime Minister is to perform the opening ceremony at the Esso Petroleum Company's new oil refinery at Fawley, near Southampton, on September 14. The opening ceremony will include the unveiling of a silver commemoration plaque. Invitations are being extended to prominent representatives of industry and commerce.

THE Caltex Oil Company has announced in Sydney that it plans to build a £A25,000,000 oil refinery in Australia. The completed refinery will produce about 750,000 gallons of petrol and other by-products a day, and about 1,000,000 gallons of crude oil will be consumed daily. When this refinery is completed, there will be five crude oil refineries in Australia.

OFFICIAL NOTICES

New Companies

ALEXANDER BRUCE (GRAYS), LTD., 14 Buckingham Street, Adelphi, London, W.C.2. Registered July 21. To carry on business of wharf and dock owners, warehousemen, ship, barge and boat owners, etc. Nominal capital: £50,000 in £1 shares. Directors: J. M. M. Meyer, 52 North Gate, London, N.W.1; T. M. Meyer, 206 Carrington House, Hertford Street, London, W.1; and C. H. Heal, P. B. Meyer and F. Garrod.

AMERICAN EXPORT LINES, INC., British address: 35 St. James's Street, London, S.W.1. Particulars filed July 9. Registered in United States of America on August 28, 1936, to build, equip, navigate, own and charter steam, sail and other boats, ships, etc. Nominal capital: $500,000 in 1,250,000 common stock of 40c. each. Name of person authorised to accept service: P. A. Mann, 2/3 Crosby Square, London, E.C.3.

[Information from *Jordan's Daily Register of New Companies*]

New Ships for Carrying Bulk Sugar

A new company has been formed under the title of Sugar Line, Ltd., which intends to build six vessels specially designed for the carriage of raw sugar in bulk. The company has been formed by Tate & Lyle, Ltd., the United Molasses Co., Ltd., the West Indies Sugar Co., Ltd., and Tate & Lyle (Investments), Ltd. The equity capital will be provided by these companies in the following proportions: 45 per cent, 25 per cent, 25 per cent and 5 per cent, respectively. In a statement issued by Tate & Lyle, Ltd., it is said that "the subscribing companies are confident that the shipment of sugar in bulk to this country has come to stay even if there was a return to the prewar availability of jute bags. However, although sugar has been transported in bulk for some years, operations have proved that only with a ship specially designed for the trade can the full saving in expenses of loading and unloading and in the time required to turn round the ships be made." The ships will also be suitable for carrying any bulk cargo, including sulphur, iron ore and grain, and also bagged cargoes.

John I. Thornycroft & Co., Ltd.

Capitalisation of Reserves

AN EXTRAORDINARY general meeting of John I. Thornycroft & Co., Ltd., was held on July 31 in London to consider a resolution capitalising £300,000 of the general reserve fund, and its distribution as ordinary shares of £1 each to the ordinary shareholders at the rate of one fully paid ordinary share for each ordinary share of £1 each held.

Sir John E. Thornycroft, K.B.E., M.I.C.E. (life governing director and chairman), in the course of his speech, said:

It was fifty years ago that your business was converted into a limited liability company, and I think I can claim that the products that have been produced have operated in practically all parts of the world, and that your company is looked upon with respect by a very great number of people interested in the engineering and shipping spheres.

For the last ten years a very considerable portion of the profits have been ploughed back into the business to consolidate the company's financial position, and in recent years this policy has complied with the Government's policy in respect of dividends paid to ordinary shareholders.

Owing to the progressive debasement of the value of the pound, and the penal weight of taxation, the profits that it has been possible to plough back into the business will not be sufficient to provide all the new capital required, if the productive capacity of the company is to be maintained and expanded to compete with our progressive foreign competitors.

The company has been using the £300,000 reserve, which it is proposed to capitalise by issuing the existing ordinary shareholders with 300,000 additional ordinary £1 shares. In fact, all the reserves that the company has been able to plough back into the business, have been required to finance the company's operations and provide for future liabilities, and your board is of the opinion that it is only just, to give the ordinary shareholders title to a portion of the company's reserves by issuing these 300,000 ordinary shares, which truly can be described as "plough shares."

The resolution was approved.

A New Company to build Ore Carriers

A new company called Ore Carriers, Ltd., has been formed jointly by the British Iron & Steel Corporation, Ltd., and the Houlder group, with a capital of £2,000,000 in ordinary shares, to build and operate a fleet of ore carriers which will be employed bringing ore to Port Talbot and other United Kingdom ports. The chairman of the new company is Mr. W. C. Warwick, chairman of Royal Mail Lines, Ltd., the Houlder and other companies. Four directors have been nominated by the Houlder group—Mr. C. G. Alexander, Mr. John M. Houlder, Mr. J. Huntly and Mr. Cyril W. Warwick—while Mr. F. W. Whittle, secretary of the Houlder Line, Ltd., will be secretary of Ore Carriers, Ltd. Five members of the board nominated by the British Iron & Steel Corporation are Mr. J. B. Cowper, Sir John Green, Mr. D. H. Kyle, Sir Andrew McCance and Mr. C. R. Wheeler. The Houlder group is providing 51 per cent of the capital.

Contracts are about to be signed with Wm. Gray & Co., Ltd., for the construction of six motorships specially designed for the handling of iron ore. The first four ships will be of 8,600 tons d.w., and all of them are expected to be in service by the middle of 1955. The total cost of the fleet is expected to be about £3,000,000.

The British Welding Research Association has published a booklet entitled "The Industrial Use of Flash Welding, Dealing in Particular with Ferrous Metals." (Ref. T.27, price 2s. 6d.) The memorandum is intended to serve as a guide for industrial users of the flash welding process and sets out a field of application primarily as applied to mild steel. The types of joint which can be welded are outlined and details are given of the types of welding machine available, together with their particular features.

Liverpool Shipping Exhibition

"Britain has been enriched by Liverpool ships spanning the world for centuries" is the theme of the Shipping Pavilion, in an exhibition arranged in connection with the Festival of Britain. It is designed to present in miniature the history and activities, funnel markings and house flags of some of the steamship companies whose ships trade regularly in and out of Liverpool. The exhibits were organised by Mr. G. E. Champion, publicity manager of the Cunard Steam-Ship Co., Ltd., on behalf of the Liverpool Steam Ship Owners' Association. Representative model ships form an instructive display of merchant ship types, demonstrating that every route demands a special kind of ship, designed to suit the particular trade in which her owners are engaged. Twenty-six model funnels painted in house colours act as symbols of the 26 companies represented. Above each funnel is a replica in full colour of the Line's house flag, while an actual house flag, draped, flanks each funnel, as shown in the accompanying photograph. On a ship's rail stretching the length of the display there has been placed opposite each funnel a brief history of the company. Impressions in colour of famous places in countries in both hemispheres visited by Liverpool ships and an impressive aerial photograph of Liverpool, complete the theme of the exhibition. The ends of the Pavilion themselves suggest a ship's bow, and artistic advantage has been taken to reproduce in outline the bows of a large liner.

A representative selection of Marconi Marine products is on show in the "Daylight on Industry" Exhibition, which is one of the features of Liverpool's Festival of Britain celebrations. The display is arranged in the form of a typical ship's wireless room. Marconi Marine "Visagraph" echometer equipment is also displayed, but since in practice this is normally installed on a ship's bridge and not in the wireless room, the "Visagraph," with the cooperation of A. Robinson & Co., Ltd., is fitted in a replica of a ship's bridge which accommodates this firm's exhibits.

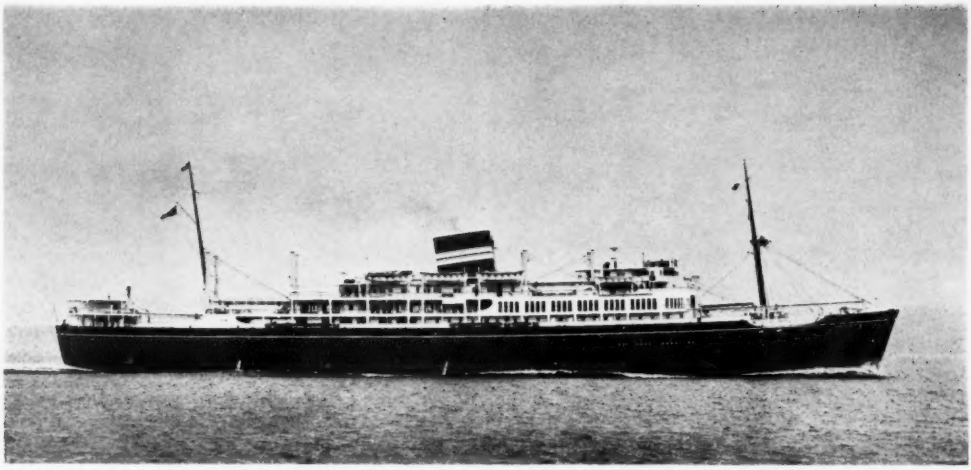
ECONOMIC SPEEDS FOR SHIPS

(*Continued from page 92*)

actually given by the formula are shown as "apparent" economic speeds in the following table.

	"Apparent" economic speed	Real economic speed
Basic ship at economic speed	11½ knots	11½ knots
With improved steam recip. engines	11½ knots	11½ knots
With geared steam turbines	14 knots	12½ knots
With diesel engines and diesel oil	15½ knots	14 knots
With diesel engines and boiler oil	18½ knots	15½ knots

The reason for the artificially high speeds given in the table for "apparent" economic speeds is that the basic assumption for fuel consumption varying as the speed cubed does not apply beyond about 12 knots in this case. Corrections have been made in this case to give the second column showing real economic speeds. This only limits the value of the formula over a wide range of speeds, however, as in this case, whereas in most actual proposals, the basic ship will be a much more up-to-date vessel, so that the speed range is much smaller, avoiding the need for considerable calculations in correcting the apparent economic speed. As a matter of interest, however, comparative voyage estimates for the alternative forms of machinery are given in the accompanying table.



BRITISH INDIA LINER "KENYA"

NEW PASSENGER LINER FOR EAST AFRICA SERVICE

The twin-screw turbine steamship *Kenya*, carrying about 275 passengers in two classes, is due to sail from London on August 25 on her maiden voyage in the East African service of the British India Steam Navigation Co., Ltd. Previous passenger ships in this service have been one-class vessels only. She is the first of two similar vessels ordered from Barclay, Curle & Co., Ltd., the second, the *Uganda*, being still under construction. The *Kenya* will call at Port Said, Port Sudan, Aden, Mombasa, Tanga, Dar-es-Salaam, Zanzibar and Beira, where she is due on September 27. With a service speed of 16 knots, the *Kenya* will perform the round trip in two weeks less than her predecessors of the "M" class. On trials, in light condition, she attained a speed of 19.16 knots.

Largest Vessel in B.I. Fleet

The *Kenya* is a vessel of 14,434 tons gross and thus the largest ship in the British India fleet by a considerable margin. A representative of The Shipping World was a guest of the company on a shakedown cruise from Glasgow to Tilbury by way of the Minch and the Pentland Firth. There was a moderate swell throughout most of the voyage, but although she was in light condition the vessel was remarkably steady and the absence of vibration in any part of the ship was noticeable. Her master, Capt. D. R. P. Gun-Cuninghame, who has been with the company since 1917, when he joined as a cadet from H.M.S. *Conway*, expressed great admiration of her handling qualities. Among the principal features noted during the voyage were the unusual proportion of space per passenger allowed in the design of the accommodation and the workmanlike finish of the vessel as a whole. It is notable, too, that there are no inside cabins in the ship, either for crew or passengers. The fitting out of the cabins and public rooms is of the highest standard, and the decorative schemes are particularly pleasing, being entirely in the modern style, without any period or bizarre effects, restful to the eye and giving the much to be desired atmosphere of coolness and airiness. An important feature of the public rooms on the promenade deck is the unobstructed outboard view which the seated passenger can comfortably obtain through windows, which are 7 ft. high and placed close together.

The vessel was designed under the supervision of the company's nautical adviser, Capt. R. Liddle.

The principal characteristics of the *Kenya* are as follows:—

Length overall	540 ft.
Breadth	71 ft.
Depth	38 ft. 6 in.
Gross tonnage	14,434 tons
Deadweight tonnage (approx.)	9,650 tons
General cargo capacity	390,000 cu. ft.
Insulated cargo capacity	25,000 cu. ft.
Passengers:	
First class	150
Tourist class	123
Total	273
Propelling machinery	Twin steam turbine sets developing 11,200 s.h.p. at 125 r.p.m.
Service speed	16 knots

As can be seen from the accompanying drawings, the *Kenya* has two continuous decks, with a combined poop and long bridge and raised forecastle. There is a lower deck at the sides of the engine room and in the three forward holds. There are two holds aft of the machinery spaces. There is a tunnel flat in No. 5 hold, with a fresh water tank between the shaft tunnels. The vessel has one large raked funnel and two masts, with a curved raked stem, counter stern and streamlined rudder. The cargo holds have a total capacity of 415,000 cu. ft., of which about 25,000 cu. ft., in five compartments, are insulated. Heavy cargo is handled by a 30-tons derrick in addition to derricks of 5-tons and 8-tons capacity, served by 16 electric winches.

Arrangement of Public Rooms

The whole of the promenade deck, which is totally enclosed at the forward end by an observation screen fitted with large sliding windows, is devoted to first-class public rooms. The lounge is situated at the forward end, where it conforms to the wide sweep of the bridge. The front part is slightly raised in the form of a false deck, with two or three steps up in a central stair, to give additional observation range and add character to an attractive room. The circular effect is emphasised by the bow windows at the sides and the arrangement of the decorative ceiling and lighting effects, with a floral medallion as the centrepiece of the carpet. Double glazed doors lead aft on the port side to the card room, which also has a bow window on the outboard side. The opposite wall is decorated with a magnificent marquetry panel symbolising cards, chessmen and chequerboards. There are other marquetry panels in the public accommodation which have attracted much admiration, not only on account of their design but also for their fine craftsmanship. From

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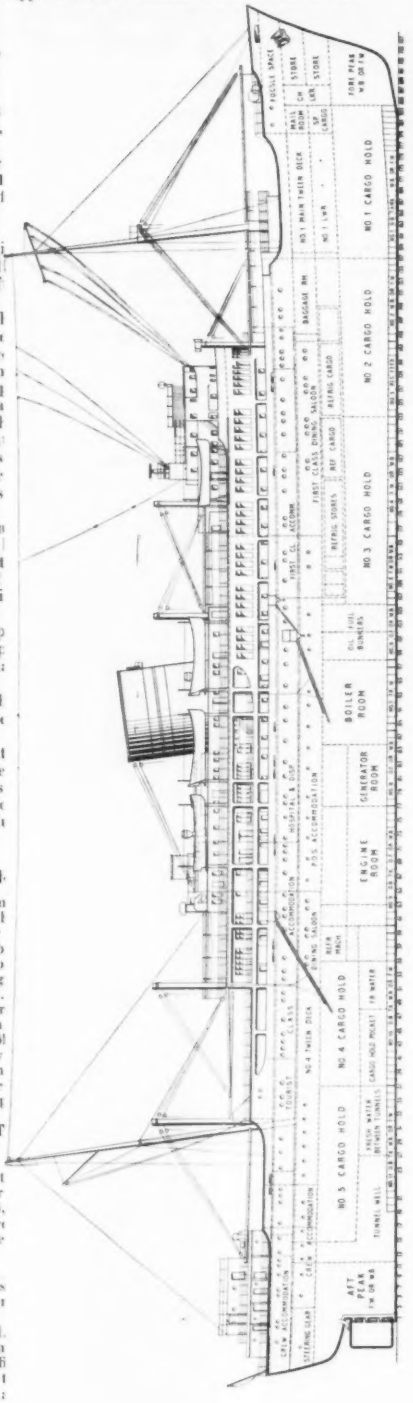

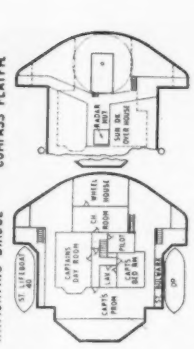

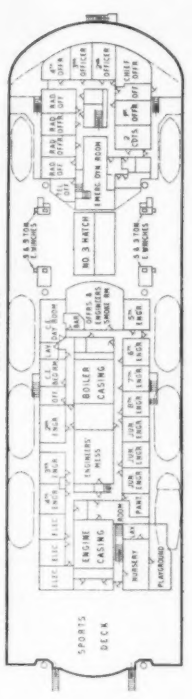

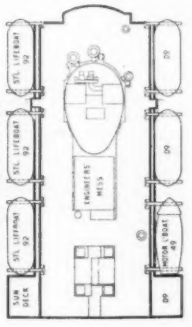

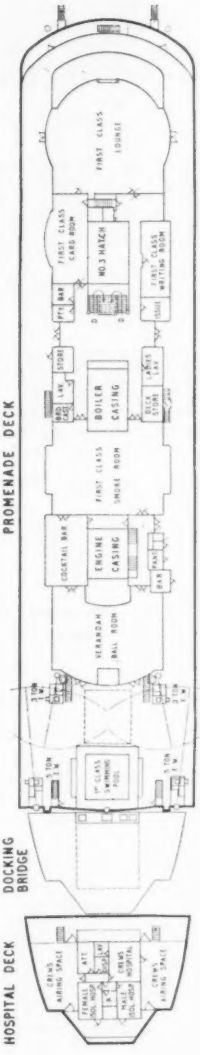

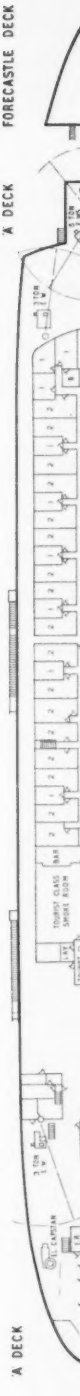

General arrangements of the British India turbine steamship "Kenya"

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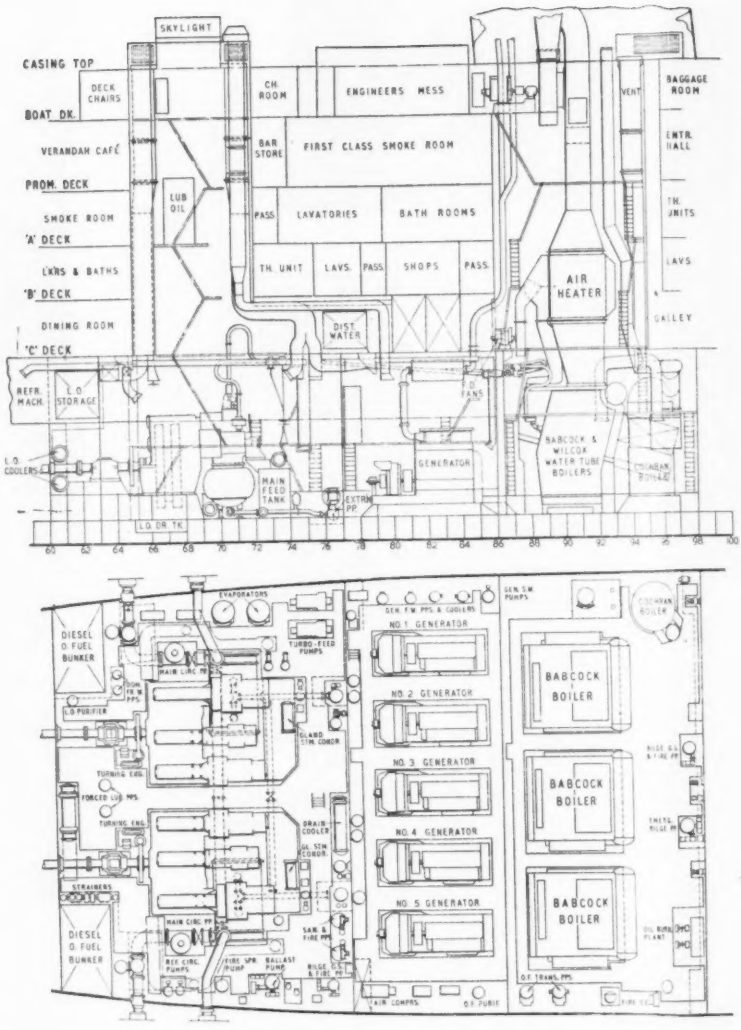

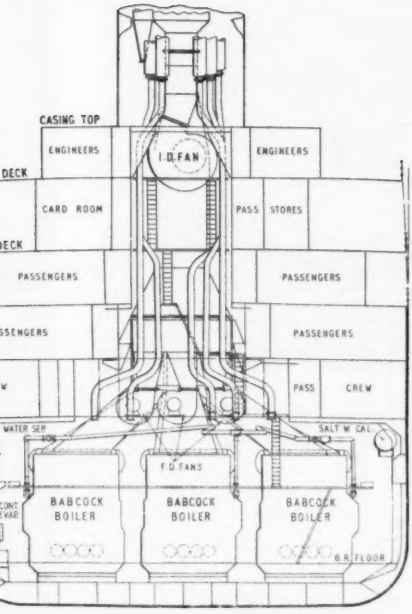

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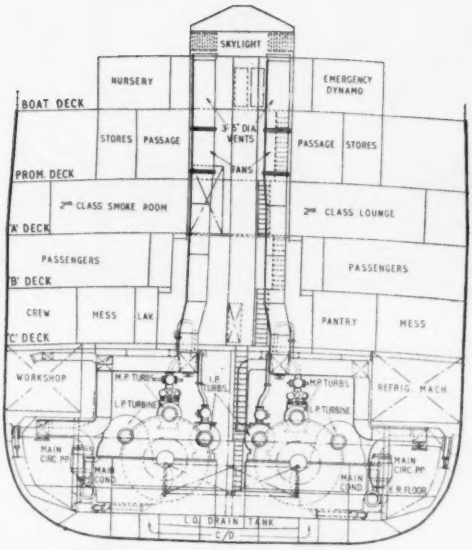

SECTION AT FR. 64, LOOKING FORWARD.

Machinery arrangement of the twin-screw turbine steamship "Kenya," built by Barclay, Curle & Co., Ltd., for the British India Steam Navigation Co., Ltd.

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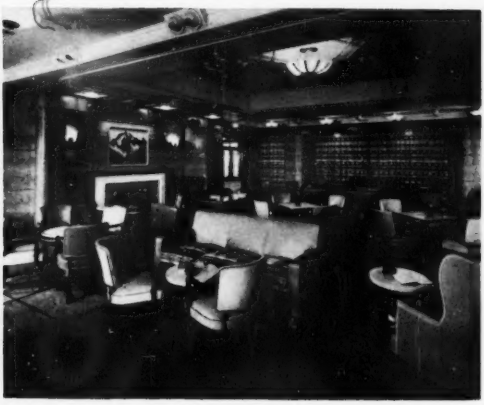
First-class lounge

First-class veranda ballroom

First-class cardroom

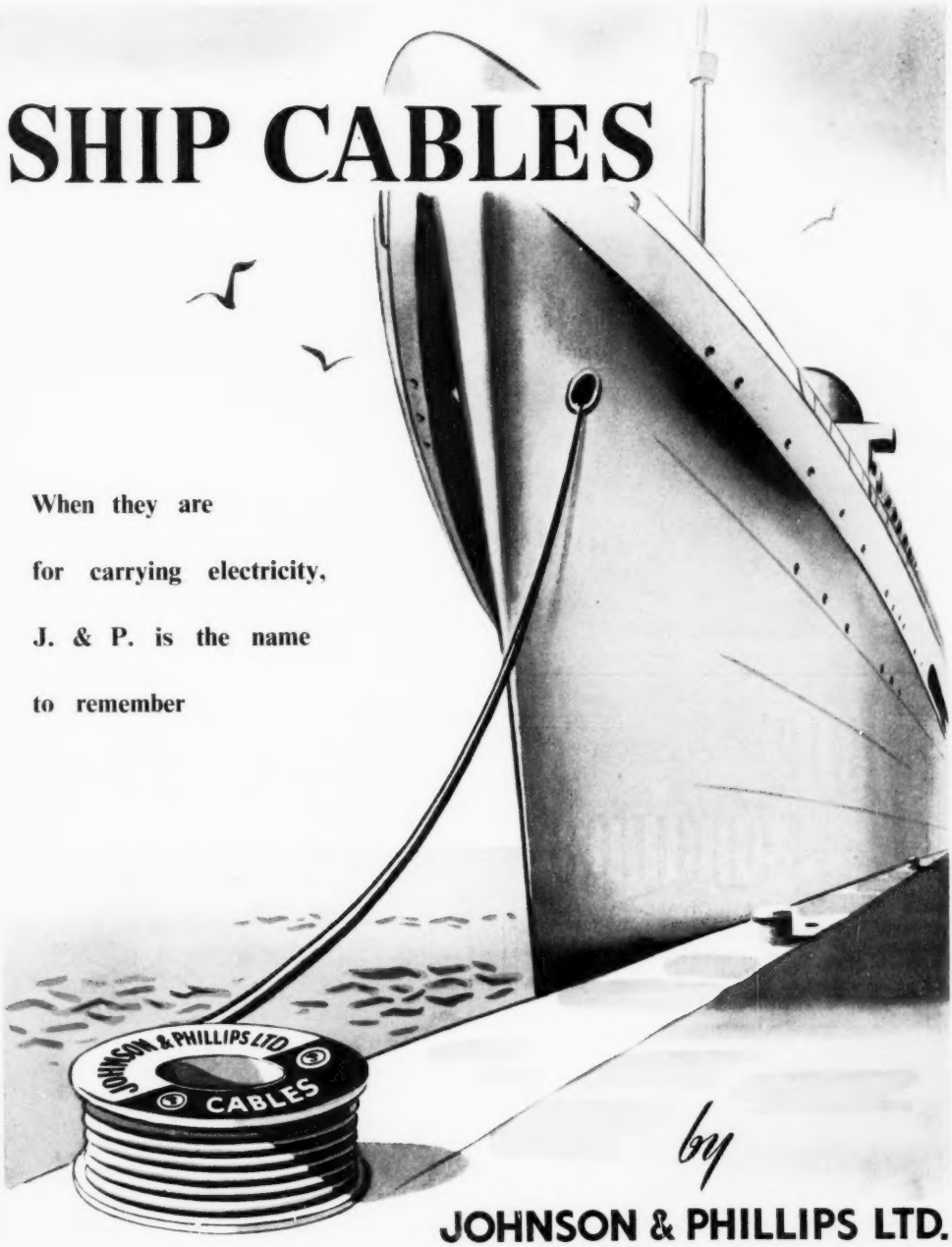


First-class smokeroom

Tourist-class lounge

Tourist-class smokeroom

SHIP CABLES



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First-class dining saloon

Promenade deck

the starboard side of the lounge there is access to a lobby served by a passenger lift by J. & E. Hall, Ltd. An alleyway leads past the writing room to the main entrance, from which corridors lead, port and starboard, to the smoking room.

The smoking room is a bright square room with deep recesses on each side for casement windows, giving excellent views outboard. The walls are veneered in figured aspen contrasted with olive ash. Forward is a buffet sideboard built in under a fine marquetry panel, while aft is a fireplace in rustic brick and tile, surmounted by a painting of Mount Kenya by Strom Gould. Light blue, ivory and rust is the colour motif used in the comfortable settees, easy chairs and tub chairs, colours which are repeated in the Old Bleach Linen curtains. Adjoining the smoking room on the port side is a small cocktail bar comfortably appointed, the similar space on the starboard side being occupied by a bar and pantry.

Veranda Ballroom

Access on both sides is afforded to the veranda ballroom, a brightly appointed room with folding screens at the sides which can be opened to the after part of the promenade deck. This room has a boarded dance floor and is also used as a cinema, there being a shallow proscenium at the forward end with a cinema screen, the projection room being installed aft. In front of the proscenium is a low platform to accommodate an orchestra. Flush-deck hatch covers over No. 4 hatch extend the promenade deck aft to the first-class swimming pool. A nursery is provided on the boat deck and sports deck above.

The first-class dining room, which is air conditioned by Thermotank, Ltd., is situated on C deck forward. It seats 176 persons and extends the full width of the ship. A central raised roof is used to full decorative effect. Armchairs of light-coloured hardwood, upholstered in light green leather with contrasting ivory piping, blend attractively with the korkoid floor covering in green and ivory marble tile pattern. Aft of the saloon on the port side is the childen's dining room, with seats for 40. This room can be divided into three separate private dining rooms when required. The dining saloon is reached by a separate staircase from B deck forward of No. 3 trunked hatch, or by lift from the decks above.

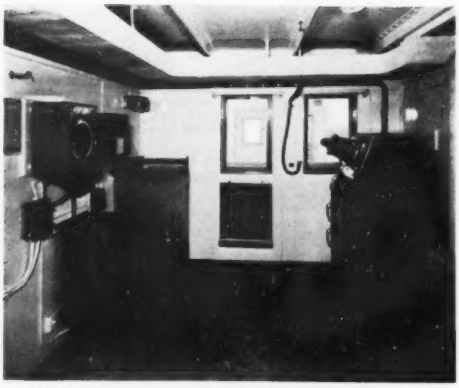
Cabin Arrangements

The whole of A deck and the forward part of B deck are devoted to first-class cabins. These are all either single or two-berth cabins, of which a number have private bathrooms attached. The arrangement of cabins on A deck particularly commends itself, as can be seen by reference to the accompanying general arrangement drawing. Every cabin contains full amenities, including hot and cold running water, drinking water in Thermos flasks, bedside light and table, wardrobe and dressing table with triple mirrors. Heating and ventilation is carried out by the Thermotank "Thermo-Reg" system enabling individual control of temperature in the cabins.

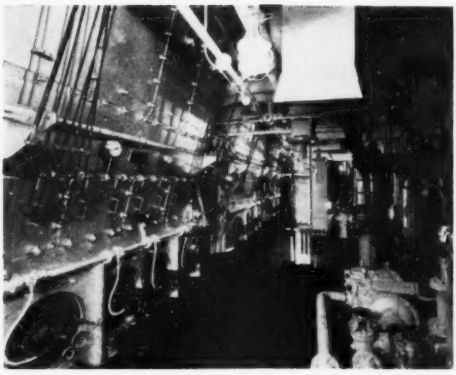
Tourist-class cabins are for two, three or four persons, and follow generally the lines of those in the first class. The upper berths in the 3 and 4-berth cabins can be removed if not required. The tourist smokeroom and lounge are situated aft on A deck, on which the whole of the deck space is available for tourist-class passengers, including the promenade and a swimming pool. A large nursery and play space are also available forward of the lounge on the starboard side. The tourist dining saloon on C deck seats 126 persons in armchairs, the walls being veneered in weathered

First-class two-berth cabin with bathroom

First-class two-berth cabin on A deck



View of chartroom showing Marconi equipment



Boiler room

sycamore. Ironing and drying rooms are available to both classes, as are the shop and hairdressing saloons on B deck.

Navigational equipment includes Marconi Marine radar and radio, including "Oceanspan" and "Reliance" transmitters and "Mercury" and "Electra" receivers, "Radiolocator" radar, "Lodestone" direction finder and "Visagraph" echometer. A Marconi "Oceanic" sound-reproducing receiver and amplifier assembly supplies news and entertainment through 44 loudspeakers, and a gramophone unit may be brought into circuit. Microphones provide facilities for making announcements and passing orders through the loudspeaker system.

Propelling Machinery

The main engines consist of two sets of Parsons steam turbines each having an H.P., I.P. and L.P. turbine driving through single-reduction double-helical gears. The H.P. turbine is of the impulse reaction type, the reaction portion being fitted with stainless iron end-tightened blading. A nozzle belt is fitted for use when the maximum s.h.p. is required. The I.P. and L.P. turbines have reaction blading throughout. The propeller shafts at service power make 125 r.p.m. The astern turbines are designed to give 65 per cent of normal service power, there being an H.P. astern impulse wheel in the I.P. ahead casing, separated from it by a diaphragm. The L.P. astern turbine is incorporated at the exhaust end of the L.P. ahead turbine. Steam pressure at the manoeuvring valves is about 430 lb. per sq. in. at a temperature of about 750 deg. F.

Capt. D. R. P. Gun-Cuninghame, master of the "Kenya"

The design of the astern turbines is suitable for taking steam at this pressure and temperature but provision is made by fitting an attemperator in the steam drum of the boilers to give a final steam temperature of about 600 deg. F. The superheat temperature is controlled by an oil relay system and by means of a cock conveniently placed at the starting platform. The relay valves in the boiler room admit steam to the attemperators for reducing the temperature. The same cock operates the control valves in the boiler room to shut the steam off from the attemperators and supply steam at full superheat to the turbines. The turbines are operated by manoeuvring valves of Cockburn's make with the ahead and astern valves in one casting and a separate master shut-off valve on the astern range. Aspinall's latest type of governor gear is fitted.

Oil-fired Boilers

Steam is supplied by three Babcock & Wilcox boilers designed for a working pressure of 480 lb. p.s.i. having a total heating surface of 21,117 sq. ft. and arranged for burning oil fuel under the balanced draught system. There are three Howden forced draught fans, one for each boiler, and a single induced draught fan capable of dealing with the waste gases of all three boilers at maximum evaporation. This fan discharges into a dust collector of Howden's latest dry type. The grit and soot are discharged into a hopper flushed with sea water and the mixture is led overboard below the waterline. Owing to the corrosive action of this discharge all pipes and valves are normally rubber lined, but in the *Kenya* special rubber hose with embedded armour has been adopted.

The installation operates on G. & J. Weir's latest design of closed feed system with motor driven extraction pumps, of which there are two, one for each set of engines, capable of dealing with the condensate from the two sets of turbines. These pumps discharge through the usual air ejectors, glands steam ejector and condenser, and drain cooler to the main feed pumps. The latter are turbine driven and exhaust to the L.P. feed heater. The feed heating is in two stages, the H.P. feed heater receiving bled steam from the I.P. turbine at a pressure of 90 p.s.i. abs., augmented by live steam if required.

Auxiliary Machinery

The auxiliary machinery, comprising main circulating pumps, forced lubricating oil, ballast, bilge, fresh water and sanitary pumps, etc., are all electrically driven, being supplied by Drysdale & Co., Ltd. The pumps which discharge overboard have push-button stops fitted in a convenient position at the boat deck so that should it be necessary to use the lifeboats the pumps can be stopped to prevent the discharge flooding the boats. The fresh water supply, both hot and cold, operates on Drysdale's Pneupress system. The power for these pumps, the steering gear and deck machinery and services is supplied by five direct-coupled 5-cyl. diesel generators each of 390 kW capacity, supplying 220 volts D.C. when running at 325 r.p.m., built by W. H. Allen, Sons & Co., Ltd. Three generators are capable of meeting the maximum electric load and the standby generators give a large margin of safety. The generators are installed in a separate compartment between the engine and boiler rooms. This provides a convenient arrangement with

the switchboard fitted behind and on the same level as the starting platform.

Special attention has been given to the ventilation of the machinery space and a complete installation of Thermotank fans and trunking has been fitted. There are four torpedo type motor driven fans in the engine room each capable of delivering 20,000 cu. ft. of air per minute at a pressure of 1½-in. water gauge.

Dampers are fitted in each ventilation trunk with gearing so that the air supply to the machinery space can be cut off in the case of fire. The operating gear is fitted outside the machinery space so that it is accessible in any circumstances. Any fire likely to be started by oil escaping from pipes or tanks in the machinery space can be controlled by shutting off all valves on the oil tanks by means of quick-closing valves, which can be instantly shut from a position outside the machinery space. In addition a fire foam system of the Pyrene type is fitted which can completely cover the area of the boiler room. Two 30-gallons engines, also of Pyrene make, are installed, together with portable extinguishers for dealing with a small outbreak of fire.

Among other principal engineroom sub-contractors in the *Kenya* are the following:—

Alfa-Laval Co., Ltd.	3 centrifugal oil purifiers
Serck Radiators, Ltd.	2 lub oil coolers
Hamworthy Engineering Co., Ltd.	Air compressor (electric)
R. A. Lister, Ltd.	Emergency air compressor (diesel)
Cochran & Co., Ltd.	Waste heat boiler
Cockburns, Ltd.	Manoeuvring valves
Malone Instrument Co., Ltd.	CO_2 recorders
Dobbie McInnes & Co., Ltd.	Depth gauges
Negretti & Zambra, Ltd.	Depth gauges
Alex. Esplen & Co., Ltd.	Oily water separator
P. & W. MacLellan, Ltd.	Workshop tools
Monitor Patent Safety Devices, Ltd.	Pressure alarms
Andrews & Cameron, Ltd.	Auxiliary condenser and feed heater

Marquetry Work in the "Kenya"

Several marquetry panels in the public rooms of the *Kenya* are remarkably fine examples of this craft. The subject-matter of the panel in the cardroom comprises the reverse of ancient playing cards, chessmen, dice and chequerboard. Particulars provided by Barclay, Curle & Co., Ltd., state that in the making up of the playing card alone there are over 750 separate pieces of various types of wood, many of them of rare species. No fewer than 38 different species of wood were used in this panel. The map panel in the smoking room shows the Eastern part of Central Africa and adjoining lands, with detailed pictorial representations. The decorations include a representation of a British India vessel off the coast of Kenya, in which over 50 pieces were used. The Cupids in the top corners are composed of hundreds of separate pieces, cut out and inlaid. Other panels appear in the promenade deck entrance and on the stair leading to the dining saloon. The following is a selection of some of the woods used: acacia, amboyna, kingwood, olive, barbary, tulip, padouk, beefwood, Indian greywood, laburnum, mulberry, orange, yew and satinwood. Many of the woods are rare and have been cut for some 30 to 40 years.

Refit of Cable Repair Ship

The cable repair and maintenance vessel *Mirror* has rejoined the fleet of Cable & Wireless, Ltd., after a major refit by the Humber Graving Dock & Engineering Co., Ltd. The vessel is a single-screw steamship built by John Brown & Co., Ltd., in 1923, and this is her first refit in the United Kingdom since 1938, she having served mainly in the Mediterranean based on Gibraltar. In addition to undergoing her third No. 1 Survey, her navigating bridge has been completely redesigned and rebuilt, alterations have been made to her accommodation, her cable tanks have been almost completely renewed, and her main and auxiliary machinery completely overhauled. A Kelvin-Hughes Marine radar type II has been installed, in addition to a Sperry Minor gyrocompass and a Kelvin-Hughes deep-sea echometer. The *Mirror* is capable of carrying out repairs at all depths up to about 3½ miles, and on one occasion was called upon to lay 250 miles of new cable.

An opportunity was afforded to a representative of The Shipping World to inspect the vessel at Greenwich, where she was taking in cable from the Telegraph Construction & Maintenance Company's works. She is taking on board about 90 miles of cable of various types, of which 56 tons will be offloaded at Plymouth, for which port she is due to sail today. After fuelling at Falmouth, the *Mirror* will carry out a repair in the Bay of Biscay and proceed to Vigo to pick up the remainder of her Spanish crew, before sailing for her station at Gibraltar, under the command of Capt. J. G. West.

ROUND THE SHIPYARDS

Work in Progress on the North-East Coast

By THE SHIPPING WORLD'S Own Correspondent

The past month has been a quiet period so far as launching activity is concerned, but the position will be improved considerably during the next few weeks, when several vessels are due to leave the stocks. On the Tyne an early launch will be that of the 7,150-tons gross cargo liner *Chakrata*, building by Swan, Hunter & Wigham Richardson, Ltd., Walker-on-Tyne, for the British India S.N. Co., Ltd. At the same yard, a sister ship, the *Chakdina*, is well advanced in the fitting out stage and is expected to be ready for trials this month. A launch of much interest will take place this month at the yard of R. & W. Hawthorn, Leslie & Co., Ltd., when the 18,600-tons gross tanker *British Talent* enters the water. This is the largest merchant ship ever built by the Hebburn firm, which has also yet to construct a tanker of similar tonnage for the Anglo-Saxon Petroleum Company. At South Shields the first launch at the yard of John Rheadhead & Sons, Ltd., for 15 months will take place. This will be the 7,800-tons gross cargo liner *Crofter*, ordered by T. & J. Harrison. The same builders are now busy on the construction of a sister ship to the *Crofter*, and a cargo vessel of 8,000 tons gross for the Hudson Steamship Co., Ltd.

Prospects of Large Output

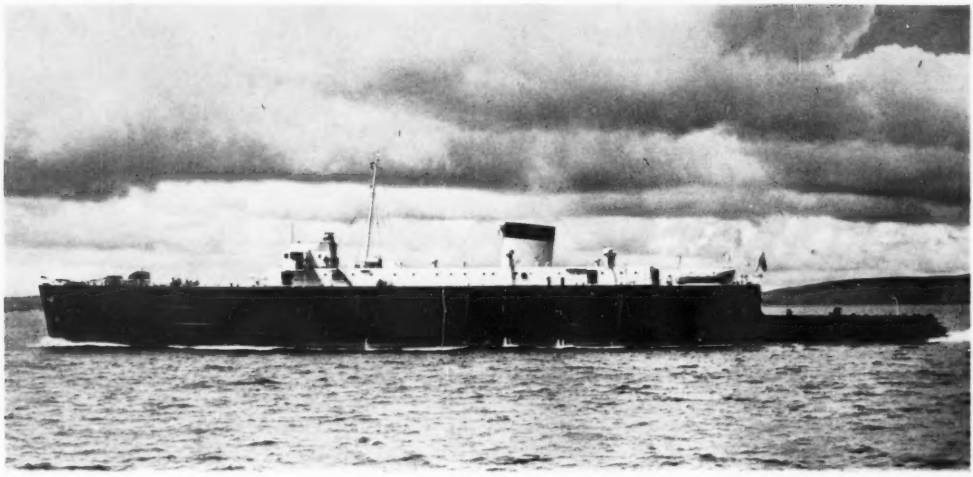
Providing that shipbuilders are not handicapped through a shortage in the steel supply, present indications are that the 1951 tonnage from Sunderland yards will exceed last year's figure of 192,176 tons gross. There should be a substantial increase in the output figure, with four launches due in August. So far this year four colliers for the British Electricity Authority have been launched on the Wear, and a fifth, the 1,740-tons gross *Deptford*, will leave the stocks at the yard of S. P. Austin & Son, Ltd., this month.

On August 16 the Wear's fifth export ship of 1951 will be launched at the yard of William Pickersgill & Sons, Ltd., the new vessel being the 5,500-tons gross cargo ship *Tayo*, ordered by the French owners Société le Nickel, of Paris. On the following day another foreign ship will be launched when the Sunderland firm of Short Brothers, Ltd., launch a 9,400-tons gross cargo vessel for Norwegian owners. The third August export ship to leave the stocks will be the 5,500-tons gross cargo liner *Tjibantjet*, under construction by Bartram & Sons, Ltd., for the Royal Interocean Lines, Amsterdam.

Refitting the Whaling Fleet

The arrival of whaling ships in the Tyne during August is now becoming an annual event, and once again the Middle Docks & Engineering Co., Ltd., will carry out refits to the whaling factory vessels *Southern Harvester* and *Southern Venturer*. The South Shields repairers have also booked an order for repairs to the *Empire Star* and have completed a big repair contract to the *Nahkshon*, the first Israeli ship to arrive in this country for repairs. The *Nahkshon* went aground at Tel Aviv last October and heavy bottom damage repairs have been carried out. For the third successive year Palmers Hebburn Co., Ltd., will refit the whaling factory ship *Balaena*. The fourth vessel associated with the whaling fleets to refit on the Tyne is the refrigerated cargo ship *Southern Rover*, and R. & W. Hawthorn, Leslie & Co., Ltd., will carry out the work.

There is still much anxiety in the area over the question of steel supply, and at one Wear yard platers have been working short time owing to the shortage of steel. Shiprepairers are being placed in an invidious position with inquiries from owners for repairs, with the present uncertainty in obtaining guaranteed deliveries. It is felt that unless the position is clarified and a system evolved in which repairers can be certain of their requirements being met without delay, more repair contracts will find their way to foreign competitors.



" Norfolk Ferry " for Harwich-Zeebrugge Service

The twin-screw goods train ferry *Norfolk Ferry*, ordered by British Railways from John Brown & Co., Ltd., has been completed and has entered service on the Harwich-Zeebrugge route. Of 3,135 tons gross, the *Norfolk Ferry* is generally similar to the *Suffolk Ferry*, built by John Brown & Company in 1947, although the design of the forward superstructure has been modified to give greater ease of manoeuvring when entering the locks at Zeebrugge. Up to the entry of the new vessel, the Harwich-Zeebrugge freight train service had been operated by the *Essex Ferry* and the *Suffolk Ferry*, and the *Norfolk Ferry* should prove a welcome addition to the fleet, which has been encountering increasing traffic. She has dimensions of 397 ft. 6 in. length o.a., 380 ft. b.p., 61 ft. 6 in. breadth over fenders and 34 ft. 9 in. depth to upper deck. There are four lines of railway track provided for the goods trains, the lines converging into two embarkation tracks at the after end of the vessel only, the forward end being of the normal ship's form. The upper deck, which extends for almost the whole length of the vessel, provides a covered car deck. A fully loaded service speed of 13 knots is maintained by a twin-screw installation of two 6-cylinder two-stroke single-acting Sulzer-type diesel engines. The engines were supplied by the shipbuilders

Florida-Havana Train Ferry " New Grand Haven "

Of about 7,250 tons gross, the twin-screw freight train ferry *New Grand Haven* has been built by Canadian Vickers, Ltd., Montreal, for the Palm Beach, Florida, to Havana, Cuba, ferry service of the West India Fruit & Steamship Co., Inc., of Norfolk, Virginia. Intended to supplement the three ships at present operating the service, the *New Grand Haven* has dimensions of 435 ft. length b.p., 70 ft. breadth and 42 ft. 3 in. depth to upper deck. The deadweight of the vessel is 4,280 tons with a draught of 16 ft. 10½ in. There are five railway tracks with a capacity of forty 45-ft. freight cars. Her twin screws are driven by two sets of Skinner Unaflow steam engines, each capable of developing 4,280 i.h.p. at 185 r.p.m. and 5,320 i.h.p. continuously at about 199 r.p.m., providing the ship with a service speed of 17½ knots. The propelling machinery has been supplied by Canadian Vickers, Ltd. The additional speed and the greatly increased carrying capacity of the *New Grand Haven* enables her to carry at least as much freight in a given time as two of the three other vessels operating the service

NEW CONTRACTS

Yards in Great Britain and Northern Ireland

Shipowners	No. of Ships	Type	Approximate Tonnages Gross	Approximate Tonnages Deadweight	Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Venezuelan Navy	1	Destroyer	2,600 tons (disp.)		—	—	Geared steam turbine	—	—	Vickers-Armstrongs, Barrow
Sarawak S.S. Co., Kuching	1	Shallow draught pass. and cargo	1,600	1,150	—	10	Tw.-scr. diesel	—	Ruston & Hornsby	Henry Robb
British India S.N. Co.	1	Cargo	—	9,700	—	—	Steam turbine	—	—	Swan, Hunter & Wigham Richardson, Wallsend
Alvion S.S. Corp., Panama	1	Tanker	—	32,000	—	—	Steam turbine	12,500	Shipbuilders	John Brown
T. & J. Brocklebank	1	Cargo liner	—	10,500	—	—	Geared turbine	—	D. Rowan	Wm. Hamilton
Kassos S.N. Co., Syra, Greece	1	Cargo	—	10,000	—	14	4-cyl. diesel	—	Shipbuilders	Wm. D ford
Commonwealth and Foreign Yards										
Richard Schroder, Hamburg	1	Cargo	1,500	2,500	—	12	Diesel	1,500	—	Norderwerft (Koser & Meyer), Hamburg
F. G. Reinhold, Hamburg	1	Cargo	1,500	2,500	—	12	Diesel	—	—	Norderwerft, Hamburg
Hamburg owners	1	Cargo	—	1,700	—	11	Diesel	—	—	Schiffbau-Ges. Unterweser, Bremerhaven
Bremerhaven owners	1	"Sonne" type trawler	512	—	—	—	Steam	—	—	Schiffbau-Ges. Unterweser
French owners	1	Great Lakes cargo	—	2,700	—	—	Diesel	2,200	—	N.V. Scheeps. "De Hoop," Lobith
Kotka Municipality	1	Icebreaking tug	—	—	—	—	Nohab diesel	810	—	Jonker & Stans, Hendrik Ido Ambacht
Dutch owners	1	Coaster	—	900	—	—	Brons diesel	650	—	Scheeps. "Foxhol" v/h Gebr. Muller, Foxhol

LAUNCHES

Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages Gross	Approximate Tonnages Deadweight	Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Aug. 2	Australia-China Line, Hong Kong	*Eastern Star*	Cargo liner	6,000	8,900	—	—	Sin.-scr. steam turbine	—	—	Harland & Wolff, Belfast
Commonwealth and Foreign Yards											
June 2	Cia. Colonial de Nav., Lisbon	*Vera Cruz* (748)	Pass. & cargo liner	18,000	7,900	609.33 o.a. and 561 b.p. × 77.42 × 51.83	20	Tw.-scr. Parsons turbine	22,000	Shipbuilders	S.A. John Cockerill, Hoboken
June 16	Soc. per Azioni di Nav. Italia	*Andrea Doria* (918)	Pass. liner	25,000	—	702.15 o.a. × 91.9 × 49.2	25	Tw.-scr. steam turbine	50,000	—	Cant. Navale Ansaldo, Genoa-Sestri
June 17	Leonhardt & Blumberg	*Adolf Leonhardt* (S.629)	Cargo	7,200	12,500	475 × 63.33 × 26 (draught)	—	2-str. M.A.N. diesel	3,600	—	Deutsche Werft, Hamburg
June 23	Odon de Lubersac	*Marie Laetitia*	Cargo	2,230	3,500	316.58 b.p. × 47.58 × 29.16	12	Recip.-steam, Bauer-Wach exh. turbine	1,900	—	Atel. et Ch. de Bretagne, Nantes

TRIAL TRIPS

Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages Gross	Approximate Tonnages Deadweight	Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
June 22	Pacific S.N. Co.	*Curzco*	Cargo liner	8,038	11,060	481.5 × 64.2 × 28.1	14-16	Sin.-scr., dble.-red. geared turbine	—	Parsons Marine	Blyth D.D.
July —	British Tanker Co.	*British Warrior* (669)	Tanker	6,100	8,400	423 o.a. × 56 × 30.08	11	Sin.-scr., 3-cyl. diesel	—	Wm. Doxford	Jos. L. Thompson
July —	Admiralty	*St. Giles*	Grab hopper dredger	550	—	168 × 33.1 × 12.1	—	Steam	—	Shipbuilders	Fleming & Ferguson
July 19	Skibs A/S Nordheim, Oslo	*Vanja* (432)	Tanker	15,600	24,700	589 o.a. and 560 b.p. × 80 × 42.25	14	Sin.-scr., 6-cyl., 2-str. Doxford diesel	6,600	R. & W. Hawthorn, Leslie	Furness S.B.
July 23 and 24	British Tanker Co.	*British Guide* (435)	Tanker	8,850	12,135	490.83 o.a. × 61.75 × 33.92	11.5	Sin. scr., 4-cyl. Doxford diesel	3,300	R. & W. Hawthorn, Leslie	Furness S.B.
July 26	N. G. Livanos, Piraeus	*Georgios* (1238)	Cargo	5,840	10,185	457.5 o.a. × 57.7 × 38.25	11.25	Tr.-exp. steam	—	Shipbuilders	Wm. Gray
Commonwealth and Foreign Yards											
—	Soc. Navale Caennaise	*Enee* (88)	Cargo	1,604	1,850	—	—	Sin.-scr. steam	1,150	—	Amsterdam D.D. Co.
—	Angbats A/B Kalmarsund, Kalmar	*Kalmarsund VI*	Double-ended car ferry	—	—	137.8 o.a. × 33 × 14.8	11	7-cyl. Nohab diesel	1,050	—	Kalmar Varv
June —	Charles Schiaffino & Cie.	*Monique Schiaffino*	Cargo	4,500	5,700	414.33 o.a. and 380.58 b.p. × 54.5 × 32.5	13.5	Sin.-scr., 8-cyl., 2-str. B. & W. diesel	4,200	Schneider	Ch. Navals de Caen, Blainville
July 17	Moran Towing & Transportation Co., New York	*Eugene F. Moran*	Harbour tug	220	—	106 × 27 × 13 (aft draught)	—	Diesel-electric	1,750	—	Jakobson's Shipyard, Oyster Bay
July 19	Waages Tankrederi A/S, Oslo	*Symra*	Tanker	8,663	13,225	465 b.p. × 62 × 34.5	14	Sin.-scr., 7-cyl., 2-str. M.A.N. diesel	4,500	Shipbuilders	Kockums M.V., Malmo
July 20	East Asiatic Co., Copenhagen	*Patagonia* (127)	Cargo liner	8,450	10,100	474.5 o.a. and 445 b.p. × 61 × 38.25	16	Sin.-scr., 7-cyl., 2-str. diesel	8,050	Burmeister & Wain, Copenhagen	Nakskov Skibs A/S
July 24	Scheepv. en Steenkolen Maats.	*Midsland*	Cargo	692	1,000	215 b.p. × 36 × 20.5	12.5	Sin.-scr., 6-cyl., 4-str. diesel	1,260	Werkspoor N.V., Amsterdam	C. Van der Giessen & Zonne, Krimpen a/d Ijssel

MARITIME NEWS IN BRIEF

From Correspondents at Home and Overseas

THE NAMES have been announced of the members of the Iron & Steel Consumers' Council, which has been set up under the Iron & Steel Act, 1949. Among the members is Sir Amos Ayre, chairman of the Shipbuilding Conference. The chairman is Sir William Palmer, chairman of the British Rayon Federation, who has been chairman of the Oil Consumers' Council since 1949. Other members of the Council include Gen. Sir Daryl Watson, who is a member of the Railway Executive, and two members of the Iron & Steel Corporation, Sir John Green and Mr. W. H. Stokes.

DURING 1950 the number of communications between ships and Post Office coast stations was 379,000, and 753,027 radiotelegrams totalling over 11,850,000 words were exchanged between ship and shore. Radiotelephone calls numbered 21,514 and 651 messages were received from aircraft. In the same year these coast stations dealt with 295 distress calls and 219 medical messages.

MR. TOM MCEWAN and Mr. A. D. Pelly, both of whom have been in the employ of Wm. France, Fenwick & Co., Ltd., for some years, have been appointed directors of the company.

B.I.S.C. (ORE), LTD., has announced that the imports of iron and manganese ores into the United Kingdom last month totalled 1,007,000 tons, a record.

MR. S. J. SKINNER has been appointed chief accountant of the Westcott & Laurance Line, Ltd.

THE DEATH has occurred in Sweden of Mr. Axel Welin, founder of Welin-MacLachlan Davits, Ltd.

* * * *

MR. GAILLARD F. RAVENEL, vice-president in charge of operations, United States Lines, has retired from active service after 32 years with the company. He will continue as a director. He had held the position from which he has now retired since 1942. He is succeeded by Mr. Newbold T. Lawrence, who has been assistant vice-president in charge of operations since 1949. Mr. Lawrence, who has been with the company for 14 years, has had five years' experience in Europe as assistant general manager. He returned in 1937 to become general manager.

THE National Savings Committee has now arranged that seamen may make a double allotment, by which part of their pay can be assigned to be deposited in an account in the Seamen's Savings Bank, Post Office Savings Bank or Trustee Savings Bank, in addition to making an allotment to wives or dependent relatives. A new leaflet has been issued drawing attention to this new facility.

ARRANGEMENTS are now in hand under which the Quasi-Arc Co., Ltd., will be the sole concessionnaires throughout the world for the G.E.C. twin-arc metallic arc welding process. The process will be demonstrated on the Quasi-Arc stand at the Engineering, Marine and Welding Exhibition, using Quasi-Arc twinned electrodes.

A CARGO of 2,453 tons of small coal and 59 tons of bunkers were loaded into the steamer *Kylebrook* at Port Talbot Docks recently at an actual shipment rate of 317 tons per hour. The vessel entered the port at 11.5 a.m., began loading at noon, and completed loading at 8.45 p.m., sailing the same day.

STORK BROS. & CO., Hengelo, Holland, designers and builders of marine diesel main engines and auxiliaries, have appointed Keller Bryant & Co., 9/13 Fenchurch Buildings, Fenchurch Street, London, E.C.3, to be their representatives in Great Britain.

WM. CORY & SON, LTD., have announced that, following upon the cessation of trading of Coal Distributors (South Wales), Ltd., they have re-established their own organisation at the South Wales ports.

* * * *

THE ASSOCIATION of West India Trans-Atlantic Steam Ship Lines has announced that unsatisfactory dispatch at Barbados and the high cost of handling cargo there have made it necessary to add a delivery surcharge of 10s. per freight ton (not subject to rebate) on all cargo shipped from the United Kingdom to Barbados by vessels scheduled to sail from their U.K. loading port on and after September 1, 1951, until further notice.

A COMPREHENSIVE installation of navigating equipment is being provided by the Sperry Gyroscope Company, division of the Sperry Corporation, New York, for the new passenger liner *United States*. The instruments to be supplied include two Mark XIV gyro compasses, electric steering control system and gyropilot, marine radar, including two indicators, and various repeaters.

IMPORTS entering the Humber ports during the four weeks ending on July 15, at 695,729 tons, constituted a postwar record, and represented a 28 per cent increase over the corresponding period in 1950. Sawnwood was 400 per cent up; chemicals and fertilisers, 130 per cent; oil and spirit and foodstuffs, 80 per cent; and grain and flour, 30 per cent above last year's figures.

SHORT BROTHERS, LTD., Sunderland, are to launch on August 17 the 9,500-tons cargo ship *Nordvard*, building for Norwegian owners. The vessel will be engined at Wallsend by the North-Eastern Marine Engineering Co. (1938), Ltd. This will bring the Wear's launching output in August to four vessels.

THE Liverpool office of Bahr, Behrend & Co. has returned to India Buildings, Liverpool, 2. The telephone number remains as before.

KING George's Fund for Sailors has received the sum of £225 from Cunard White Star, Ltd., being part of collections taken on board the company's vessels.

THE *Persian Coast* has been sold by the Tyne-Tees Shipping Co., Ltd.

New Barclay, Curle Appointments

As announced in THE SHIPPING WORLD of July 4, 1951, Mr. James Gilchrist (*left*) has been appointed vice-chairman of Barclay, Curle & Co., Ltd., and Mr. Norval M. Lindsay (*right*), together with Mr. James B. McNee and Mr. Walter H. McLay, have been appointed directors of the company. Mr. Gilchrist, a director of Barclay, Curle & Company since 1933, is also a director of Swan, Hunter & Wigham Richardson, Ltd., the Wallsend Slipway & Engineering Co., Ltd., and the Whiteinch Galvanizing Company. He served his apprenticeship with the North British Diesel Engine Works (1922), Ltd., and gained seagoing experience with the City Line. He completed his training with Barclay, Curle & Co., Ltd., having rejoined the North British Engine Works in 1929 as assistant manager. He was appointed general manager in 1934, having been appointed to the board of Barclay, Curle the previous year. Mr. Gilchrist is a member of the Clyde Navigation Trust, the Institute of Marine Engineers and the Institution of Engineers and Shipbuilders in Scotland. Mr. Lindsay, one of the three new directors, is the secretary of Barclay, Curle & Company. A chartered accountant, Mr. Lindsay became the company's chief accountant in 1914. He was appointed secretary in 1942

Telegrams Antwerp : DEKEYSER Telephone : Antwerp 33.78.10

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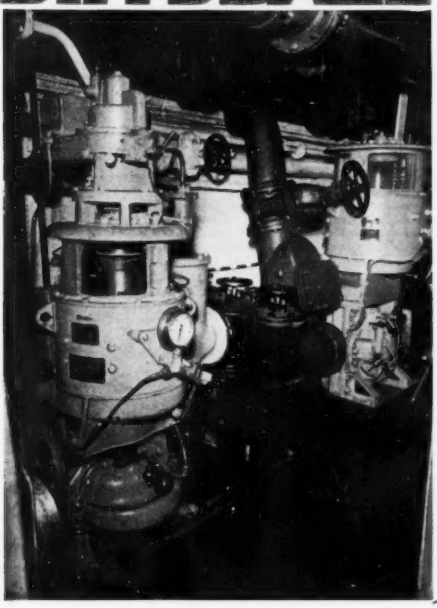

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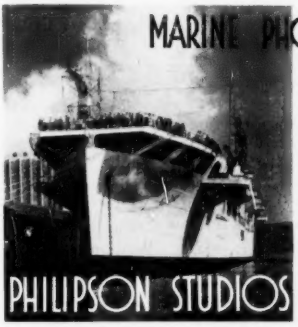

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INDEX TO ADVERTISERS IN THIS ISSUE

	Page
Alison, J. Gordon, & Co., Ltd.	A20
Anderson, Green & Co., Ltd	A18
Anglo-Baltic Lines	A19
Anglo-Iranian Oil Co., Ltd.	A12
Bank Line	A19
Bibby Brothers & Co.	A18
Blundell & Crompton, Ltd.	A16
British & Continental Steamship Co., Ltd.	A18
British Polar Engines, Ltd.	Back Cover
Canadian Pacific Railway Co.	A21
Canadian Vickers, Ltd.	A6
Cayzer Irvine & Co., Ltd.	A17
Clan Line	A17
Coast Lines, Ltd.	A20
Cory, Wm., & Son, Ltd.	A12
Crichton, C. & H., Ltd.	A4
Cunard White Star, Ltd.	A21
De Keyser Thornton, S. A.	A15
Doxford, Wm. & Sons, Ltd.	A5
Drysdale & Co., Ltd.	A15
Eagle Aviation, Ltd.	A20
Edison Swan Electric Co., Ltd.	A7
Ellerman Lines	A17
Ellerman's Wilson Line, Ltd.	A18
English Electric Co., Ltd.	A8
Forster, T. S., & Sons, Ltd.	A14
Furness Withy & Co., Ltd.	A17
General Steam Navigation Co., Ltd.	A16
Harland & Wolff, Ltd.	A10
Holoplast, Ltd.	A3
Houlder Brothers & Co., Ltd.	A18
Johnson & Phillips, Ltd.	A13
Kincaid, J. G., & Co., Ltd.	A2
MacAndrews & Co., Ltd.	A19
Manchester Ship Canal Co., Ltd.	A6
McGeoch, Wm., & Co., Ltd.	A14
Mercantile Dry Docks Co., Ltd.	A6
Mersey Docks & Harbour Board	A16
Moss Hutchison Line, Ltd.	A16
New Zealand Shipping Co., Ltd.	A18
North of England Protecting Indemnity & War Risks Association	A20
Orient Line	A18
Pacific Steam Navigation Co.	A19
Palm Line, Ltd.	A16
Philipson & Son, Ltd.	A15
Pickersgill, Wm., & Sons, Ltd.	Front Cover
P. & O. and B.I. Companies	A18
Port Line, Ltd.	A18
Potter, J. D.	A15
Preston, Isaiah, Ltd.	A21
Preston, Port of Authority	A20
Prince Line, Ltd.	A17
Robb, Henry Ltd.	A14
Ropner, Sir R., & Co. (Management) Ltd.	A19
Royal Mail Lines, Ltd.	A19
Shaw Savill & Albion Co., Ltd.	A16
Stream-Line Filters, Ltd.	A21
Turners (Photography) Ltd.	A4
Tyne Gangway Co., Ltd.	A20
Union-Castle Mail Steamship Co., Ltd	A19
United Baltic Corporation	A19
Vickers-Armstrongs, Ltd.	A11
Weir, Andrew, Shipping & Trading Co., Ltd.	A19
Welin-MacLachlan Davits, Ltd.	A9

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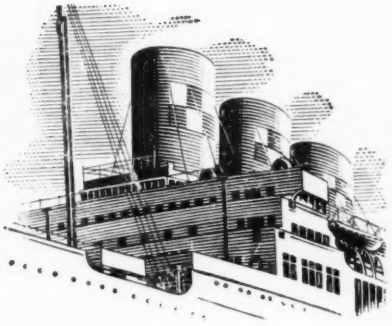

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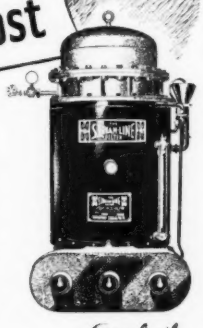

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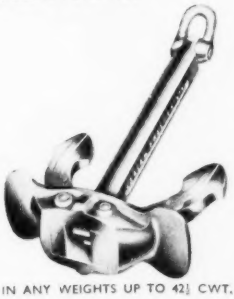

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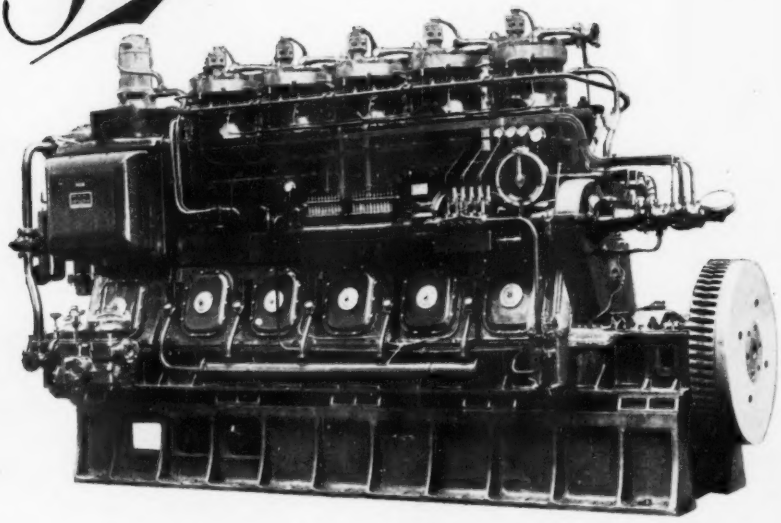

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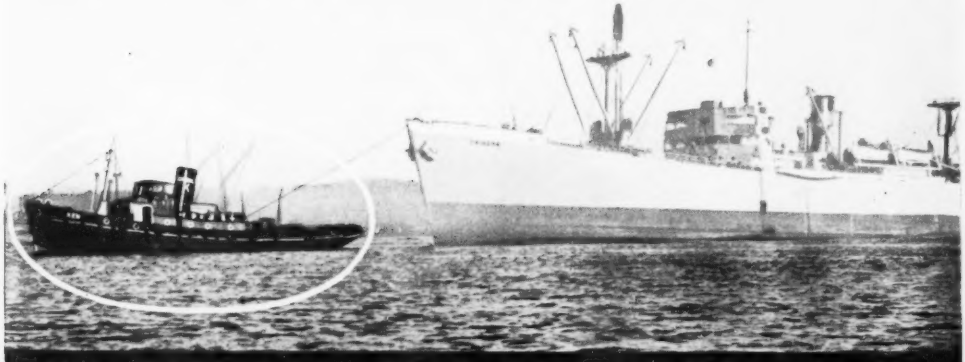

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